

INITIAL STUDY / NEGATIVE DECLARATION

# 11301 & 11321 Camarillo Street Mixed-Use Project



CASE NUMBER

DIR-2016-4332-DB-SPR  
ENV-2016-4333-ND

LEAD AGENCY:

**Los Angeles Department  
of City Planning**

200 North Spring St., Room 763  
Los Angeles, CA 90012

Contact: Heather Bleemers, City Planner

**(213) 978-0092**

APPLICANT:

**HL Capital Holdings II, LLC**

PREPARED BY:

**enviCOM**  
CORPORATION

4165 E. Thousand Oaks Blvd., Suite 290

Westlake Village, CA 91362

Attn: Laura Kaufman, AICP  
Director of Environmental Services

**(818) 879-4700**

January 2017

**11301 and 11321 CAMARILLO STREET  
MIXED-USE PROJECT  
INITIAL STUDY/ND**

**Case Numbers:**

**DIR-2016-4332-DB-SPR ENV-2016-4333-EAF**

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*Lead Agency:*

**LOS ANGELES DEPARTMENT  
OF CITY PLANNING**  
200 North Spring Street, Room 763  
Los Angeles, CA 90012  
Contact: Heather Bleemers, City Planner  
(213) 978-0092

*Applicant:*

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January 2017

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## **1.0 INTRODUCTION**

### **CEQA REVIEW**

As the lead agency, the City of Los Angeles has conducted this Initial Study pursuant to the California Environmental Quality Act (CEQA) Statute and Guidelines<sup>1</sup> in order to determine the potential environmental impacts of the proposed 11301 and 11321 Camarillo Street Mixed Use Project.

### **PROJECT SUMMARY**

The project proposes to construct an infill mixed-use development consisting of a five-story building to be located at 11301 and 11321 Camarillo Street, in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles. The proposed development would provide 60 dwelling units, six (6) of which would be restricted for Very Low Income Households (as defined by the California Department of Housing and Community Development), and approximately 2,826 square feet of ground floor commercial space, with one level of subterranean parking. The project site is currently developed with approximately 17,408 square feet of commercial land uses, consisting of professional office space within a 14,638 square-foot building at 11301 Camarillo Street, and a 2,744 square-foot building at 11321 Camarillo Street that will be demolished as part of the project. Surrounding land uses include multi-family residential structures to the north, east, and south, as well as commercial uses to the west and south. The project site is currently zoned for Commercial use (C4-1) and has a land use designation of Community Commercial.

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<sup>1</sup> California Public Resources Code, Division 13. Environmental Quality, Section 21000 et seq., California Environmental Quality Act (CEQA); and California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines).

## **2.0 FINDINGS OF THIS INITIAL STUDY**

The analysis in this Initial Study demonstrates that with the incorporation of mitigation measures, the proposed project would have a less than significant impact on the environment with regard to all CEQA Checklist issues. For each issue addressed in Section 4.0, the impacts associated with development of this project have been determined to be “Significant Unless Mitigation Incorporated,” “Less than Significant,” or “No Impact.” For issues that were determined to be “Significant Unless Mitigation Incorporated,” mitigation measures have been identified that would reduce impacts to below a level of significance.

## 3.0 PROJECT DESCRIPTION

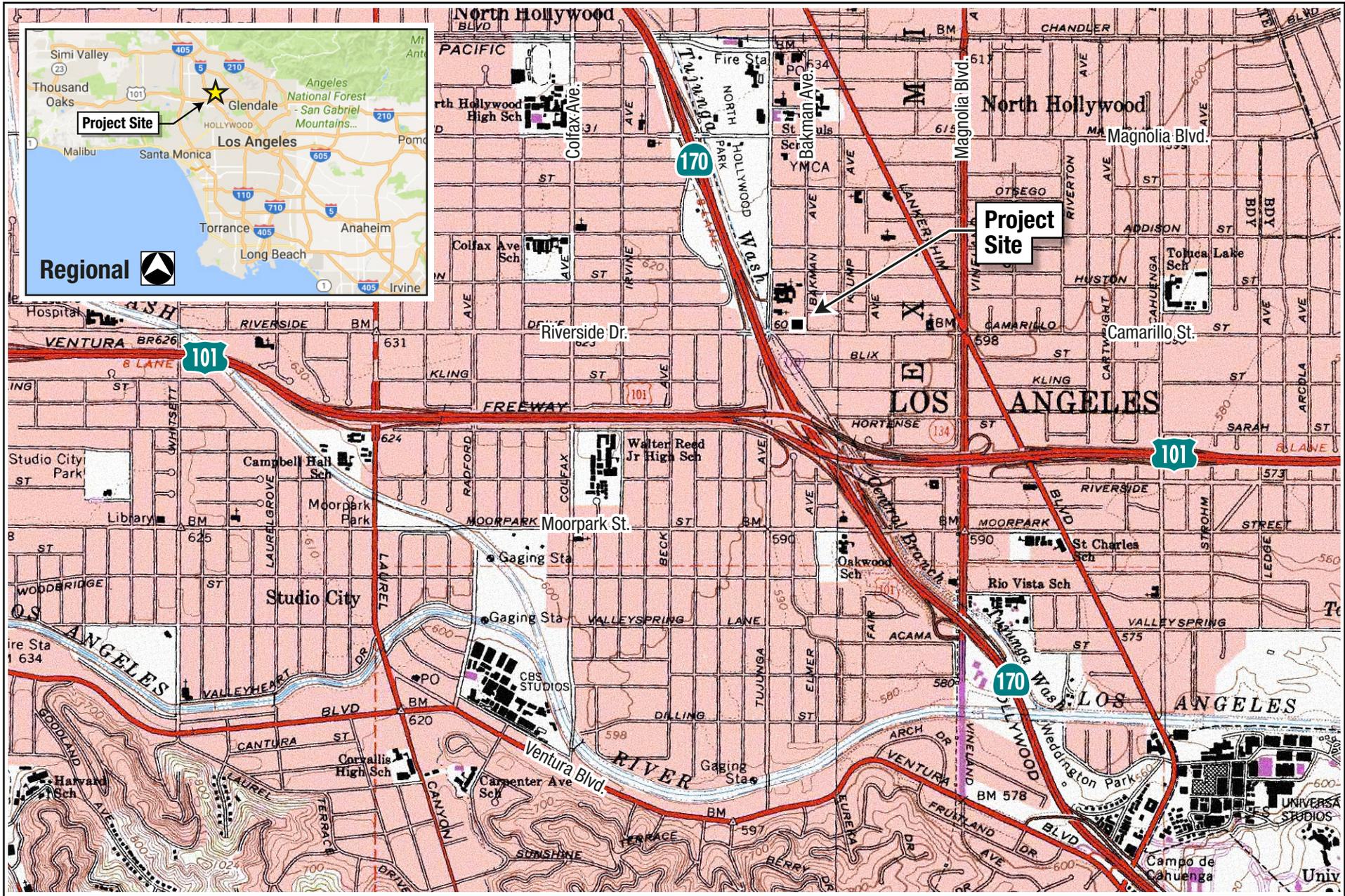
### PROJECT LOCATION AND EXISTING USES

The proposed project site is located on the northwest corner of the intersection of Camarillo Street and Bakman Avenue in the North Hollywood – Valley Village Community Plan Area in the City of Los Angeles. The addresses associated with existing commercial uses within the site consist of 11301 and 11321 Camarillo Street, Los Angeles, California 91602. The project location is shown in **Figure 3-1, Regional Location Map** and **Figure 3-2, Vicinity Map**. The existing conditions of the project site as seen from adjacent roadways are shown in **Figure 3-3, Photographs of the Project Site**.

The parcel numbers associated with the site consist of APN 2353-023-004 (11321 W. Camarillo Street), and APN 2353-023-018 (11301 W. Camarillo Street), which total approximately 0.67 acres. The project site is rectangular in shape and level topographically. The project would replace existing two-story professional office space structures on the site, which consist of an approximately 14,638 square-foot building and an approximately 2,744 square-foot building, as well as associated onsite surface parking areas. Surrounding properties are generally characterized by level topography and improved streets. The surrounding land uses are predominantly multi-story multi-family residential structures of two to four stories to the north, east, and south, with commercial uses to the west and south consisting of a three-story commercial building, a one-story commercial strip center, and a one-story bank building. These surrounding properties are commercially and residentially zoned, within the following zones C4-1, C2-1VL, R3-1VL, and QRD1.5-2. Other commercial uses near the project site include a one-story coffee shop and associated parking lot west of the adjacent bank building. The Hollywood Freeway (SR 170) is located approximately 333 feet west of the westernmost portion of the project site.

### PROJECT COMPONENTS

The proposed infill project would remove existing structures and associated surface parking lot paving from the site. The proposed project would construct an approximately 57,611 square foot five-story mixed-use building with 60 dwelling units, six (6) of which would be restricted for Very Low Income Households, 2,826 square feet of ground floor commercial space, and one level of subterranean parking. The proposed residential units would consist of 44 one-bedroom units, 12 studio units, and 4 two-bedroom units. Common areas would include a community room, an outdoor deck, and a central courtyard. Private courtyards or balconies would be provided for several of the residential units. The proposed building would be a maximum height of approximately 60 feet to the top of the parapet, and would cover the majority of the approximately 0.67-acre site. The project would provide a 10-foot setback along Camarillo Street where a zero-foot setback is required. The project would provide landscaping within a minimum of 25 percent, or approximately 1,850 square feet, of the outdoor common open space pursuant to LAMC Section 12.21G2(a)(3). Five trees (24-inch box size) will be planted throughout the second floor common space areas, and six new street trees (24-inch box size) are proposed along the Camarillo Street frontage. **Figure 3-4, Site Plan**, shows an overview of the proposed project footprint within the site. **Figures 3-5A through 3-5F, Floor Plans**, show the proposed general layout for each floor of the project with the general configuration of proposed residential units, commercial space, and parking. **Figures 3-6A and 3-6B, Building Elevations**, show the floor heights and depict exterior details of design and materials. **Figures 3-7A and 3-7B, Architectural Renderings**, provide illustrations of the proposed project at completion, and depicts the overall massing of the proposed building, as well as the relative heights of existing commercial and residential buildings that are adjacent to the site.



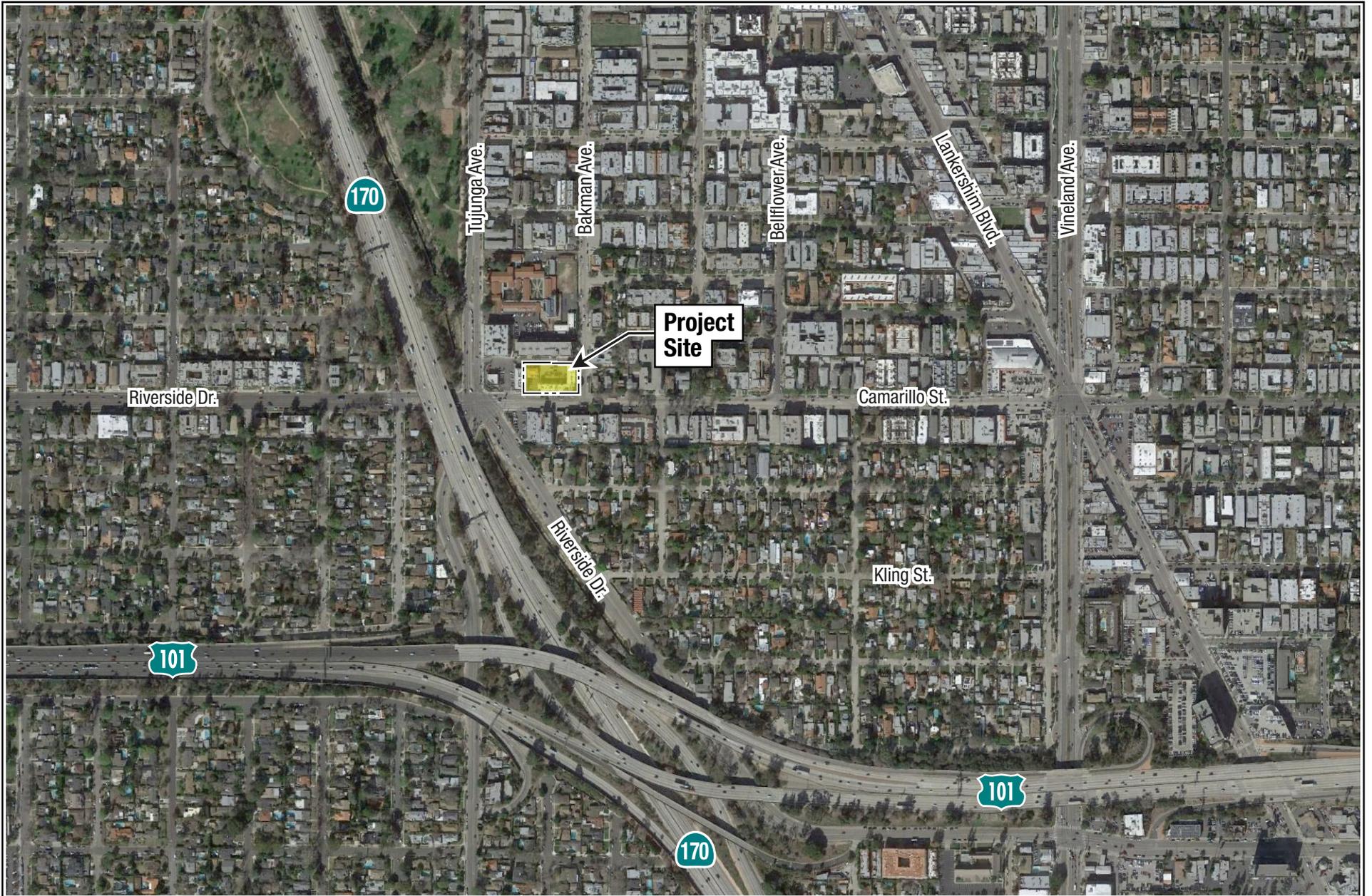
Source: Van Nuys, California, U.S.G.S. 7.5 Minute Quadrangles

11301 AND 11321 CAMARILLO STREET MIXED-USE

## Regional Location Map

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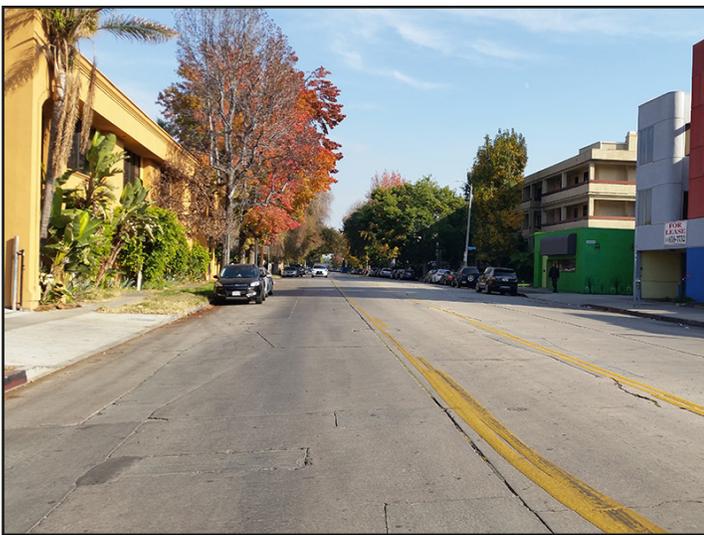
Source: GoogleMaps Pro, Feb. 2, 2016.

11301 AND 11321 CAMARILLO STREET MIXED-USE

## Vicinity Map



FIGURE 3-2



**Photo 1** – Easterly view of development along Camarillo Street. The project site and existing structure to be removed is seen on the left side of this photo. Photo taken December 7, 2016.



**Photo 2** – Westerly view of development along Camarillo Street. The project site and existing structure to be removed is seen on the right side of this photo. The Hollywood Freeway overcrossing is seen in the background. Photo taken December 7, 2016.



**Photo 3** – Northerly view along Bakman Avenue from the intersection with Camarillo Street. The project site and existing structure to be removed is seen on the left side of this photo. Photo taken December 7, 2016.



**Photo 4** – Southerly view along Bakman Avenue looking towards Camarillo Street. The project site and existing structure to be removed is seen in the middle distance on the right side of this photo. Other structures seen in this photo are multi-family residential buildings. Photo taken December 7, 2016.



**Photo 5** – Westerly view from Bakman Avenue along a public alley at the northern project boundary. The project site and existing structure to be removed is seen on the left side of this photo. Other structures seen in this photo are multi-family residential buildings. Photo taken December 7, 2016.



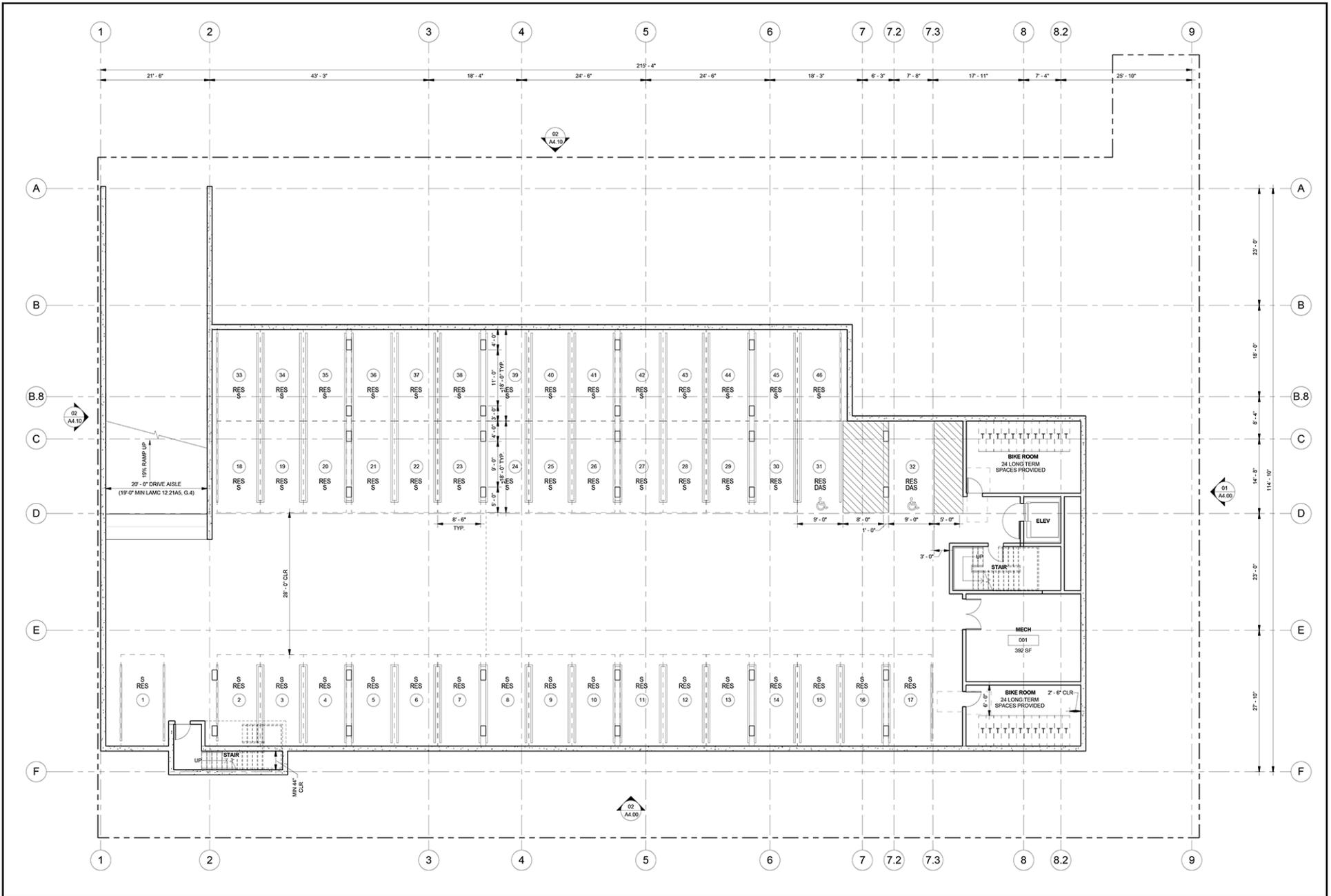
● → Photo locations

11301 AND 11321 CAMARILLO STREET MIXED-USE

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## Photographs of the Project Site





Source: Brooks Starpa Architecture, 2016.

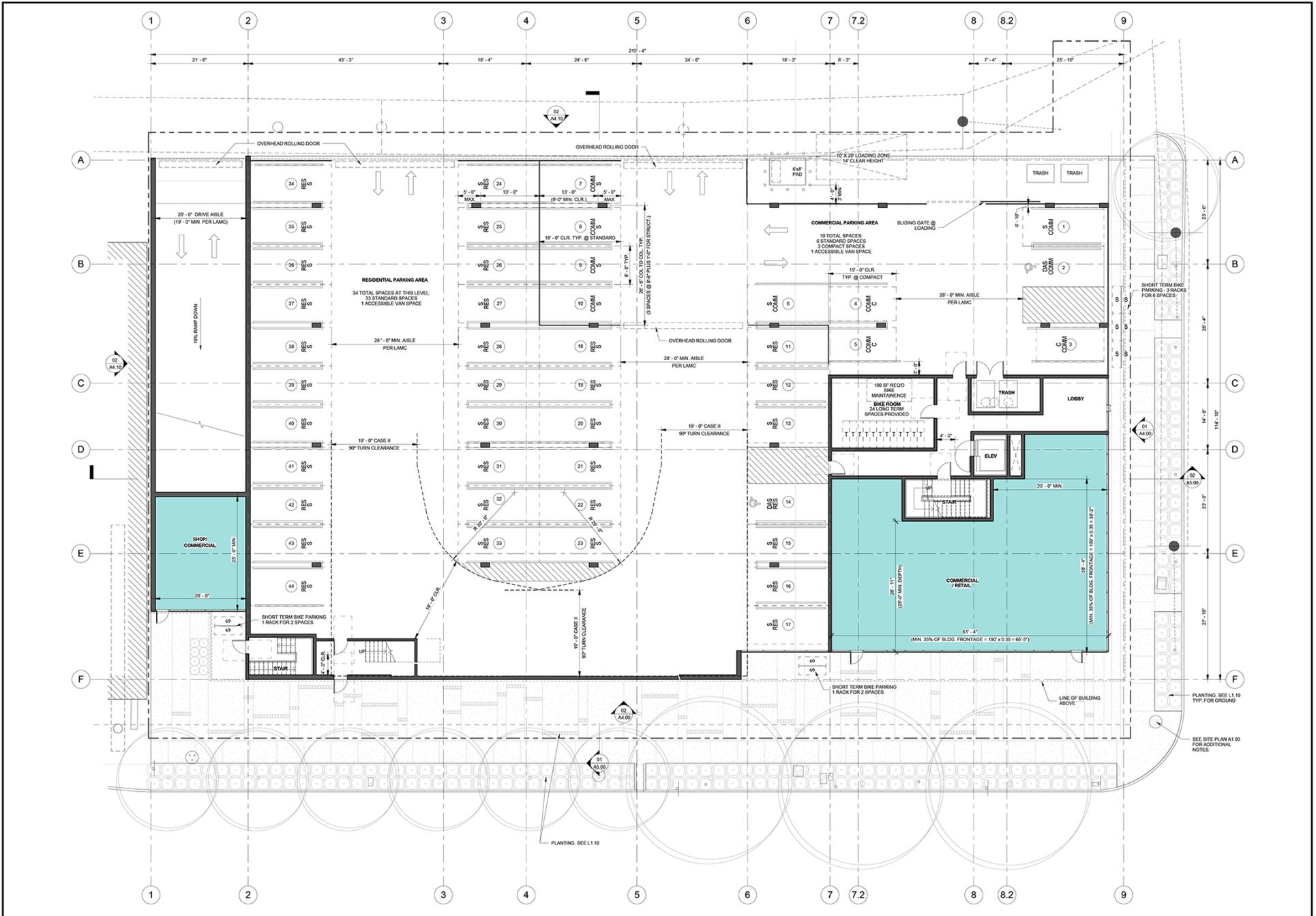
### Parking Level 1

11301 AND 11321 CAMARILLO STREET MIXED-USE

## Floor Plans (Parking Level 1)

envicom





Source: Brooks Starpa Architecture, 2016.

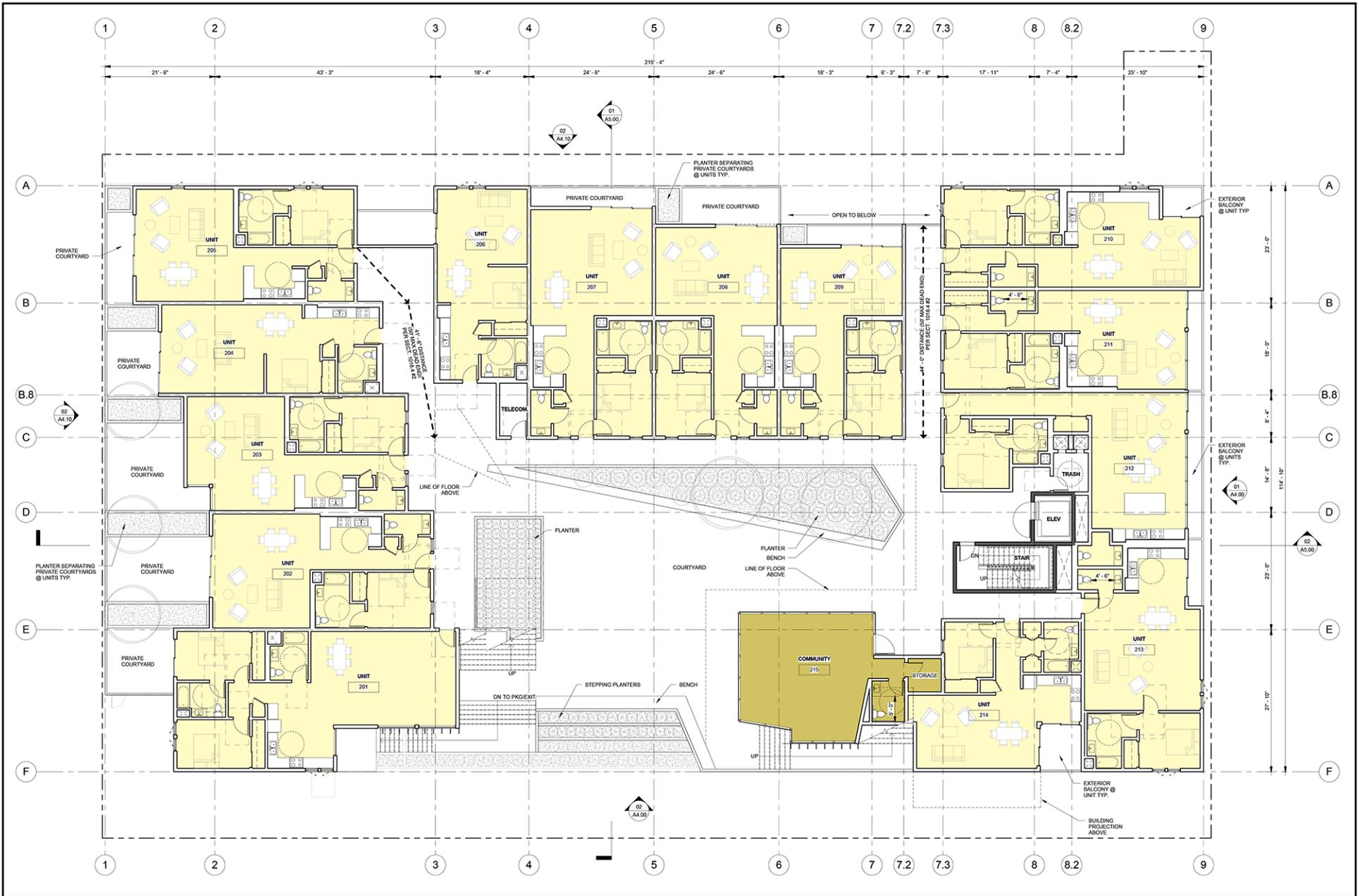
1st Floor

11301 AND 11321 CAMARILLO STREET MIXED-USE

Floor Plans (1st Floor)

envicom

FIGURE 3-5B



Source: Brooks Starpa Architecture, 2016.

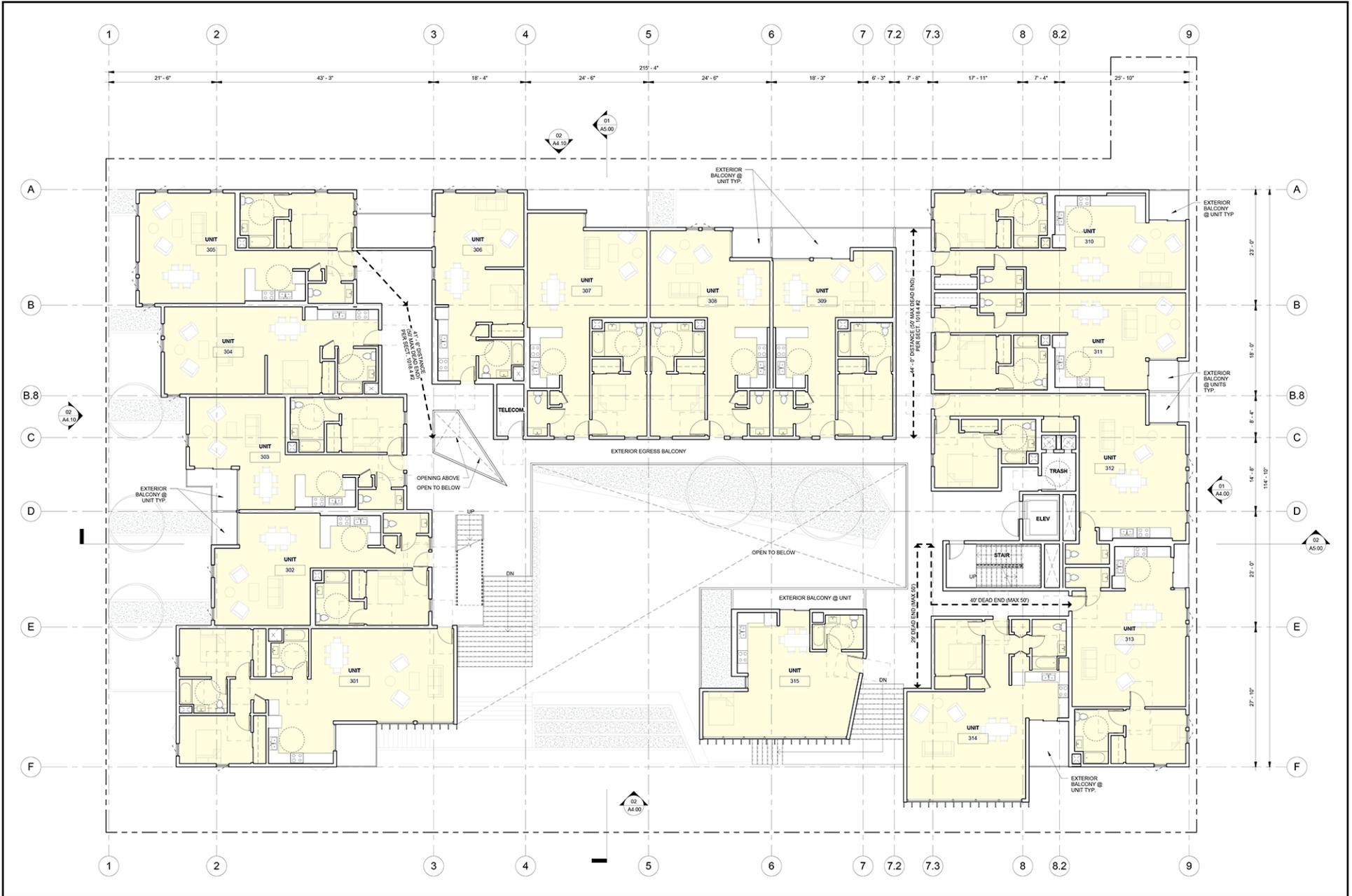
2nd Floor

11301 AND 11321 CAMARILLO STREET MIXED-USE

Floor Plans (2nd Floor)

envicom





Source: Brooks Starpa Architecture, 2016.

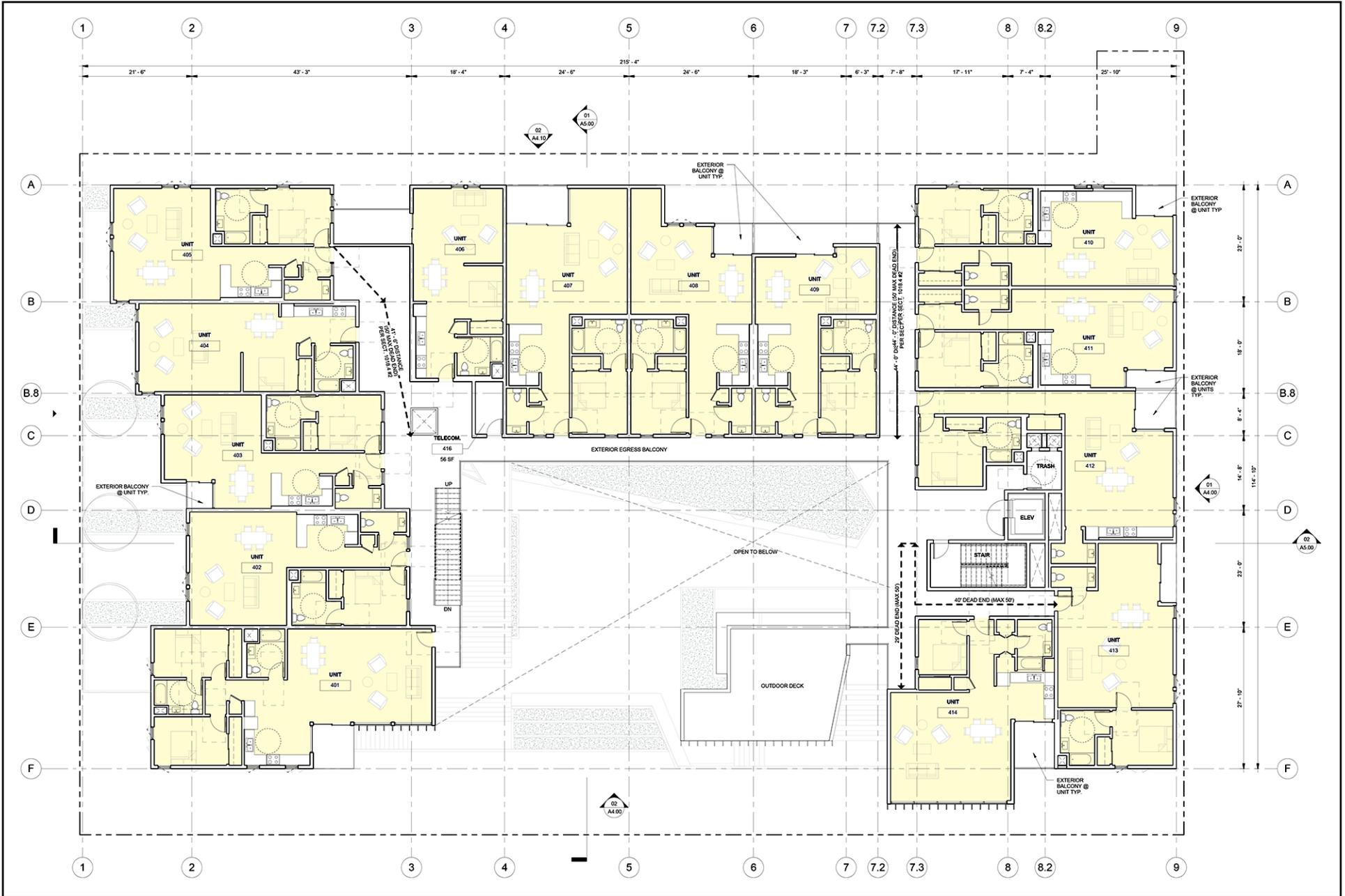
3rd Floor

11301 AND 11321 CAMARILLO STREET MIXED-USE

Floor Plans (3rd Floor)

envicom





Source: Brooks Starpa Architecture, 2016.

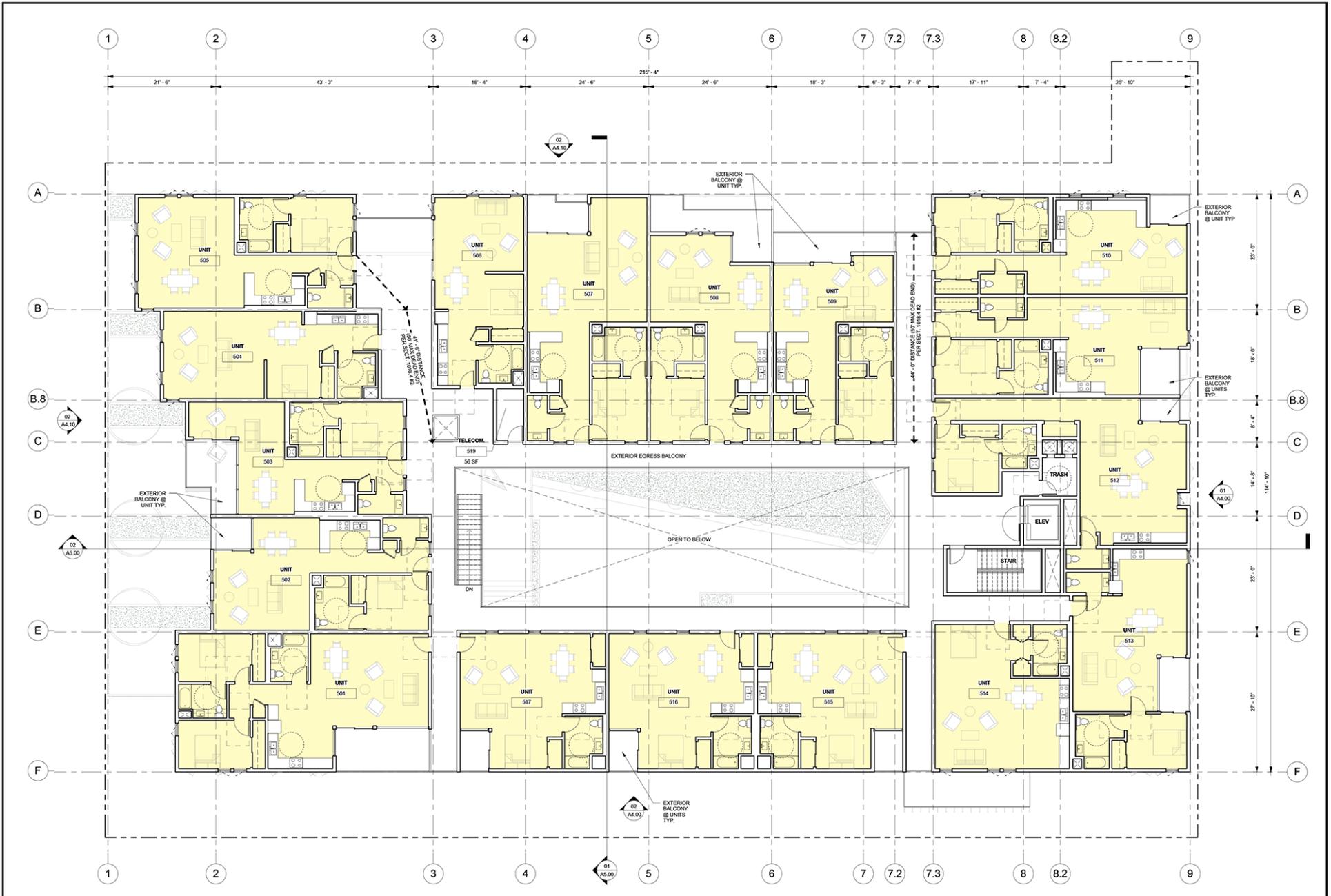
4th Floor

11301 AND 11321 CAMARILLO STREET MIXED-USE

Floor Plans (4th Floor)

envicom

FIGURE 3-5E



Source: Brooks Starpa Architecture, 2016.

5th Floor

11301 AND 11321 CAMARILLO STREET MIXED-USE

Floor Plans (5th Floor)

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Northerly View From Camarillo Street



Westerly View From Bakman Avenue

**SITE ACCESS AND PARKING**

Vehicular access to the proposed project site would be provided by three driveway entrances from an existing alley along the northern property boundary, which connects to Bakman Avenue and Tujunga Avenue, as shown in Figure 3-4, Site Plan. The project would provide 80 vehicle parking spaces for residents, and 10 vehicle parking spaces for commercial uses, as well as 72 long-term bicycle parking spaces and 10 short-term bicycle parking spaces, with a bicycle maintenance area for residents.

**CONSTRUCTION EARTHWORK**

The infill project would be constructed on a relatively flat, previously developed site. Grading would generally consist of excavation within the site for foundation construction and to accommodate the proposed below grade parking. Excavation within the site would result in a net export of approximately 10,180 cubic yards of earth.

**REQUIRED APPROVALS**

Project implementation would require City of Los Angeles approval of the following entitlement requests:

1. A Density Bonus Approval with 6, or 10%, of the dwelling units reserved as restricted affordable units for Very Low Income households; parking pursuant to LAMC 12.22A25(d)(1), and a request for one on-menu incentive to permit a 32.5% increase in FAR or 1.98:1. In lieu of 1.5:1 permitted. (LAMC Section 12.22A25)A Site Plan Review approval for an increase in 50 or more residential dwelling units as required by LAMC Section 16.05C1(b).

## 4.0 INITIAL STUDY / NEGATIVE DECLARATION

### CALIFORNIA ENVIRONMENTAL QUALITY ACT INITIAL STUDY AND CHECKLIST

1. **Project title:**  
11301 and 11321 Camarillo Street Mixed Use Project
2. **Lead agency name and address:**  
City of Los Angeles  
Department of City Planning  
200 N. Spring Street, Room 763  
Los Angeles, CA 90012
3. **Contact person and phone number:**  
Attn: Heather Bleemers, City Planner  
Tel: (213) 978-0092
4. **Project location:**  
Address: 11301 and 11321 Camarillo Street, Los Angeles, California.
5. **Project sponsor's name and address:**  
HL Capital Holdings II, LLC
6. **General plan designation:**  
Community Commercial
7. **Zoning:**  
Commercial, C4-1
8. **Description of project:**  
The project is an infill project that would consist of removal of approximately 17,382 square feet of existing professional commercial space and construction, use, and maintenance of a five-story mixed-use building with a subterranean parking level, with 60 dwelling units and 2,826 square feet of commercial space.
9. **Surrounding land uses and setting:**  
Surrounding land uses include multi-family residential structures of two to four stories to the north, east, and south, as well as commercial uses to the west and south.
10. **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.):**  
The City of Los Angeles is the only approval agency anticipated at this time.

**CITY OF LOS ANGELES**  
 OFFICE OF THE CITY CLERK  
 ROOM 395, CITY HALL  
 LOS ANGELES, CALIFORNIA 90012  
 CALIFORNIA ENVIRONMENTAL QUALITY ACT

**LEAD CITY AGENCY:**

City of Los Angeles Department of City Planning

**COUNCIL DISTRICT: 2**

**PROJECT TITLE:**

11301 and 11321  
 Camarillo Street Mixed-  
 Use Project

**ENVIRONMENTAL CASE:**

ENV-2016-4333-ND

**CASE NO.**

DIR-2016-4332-DB-SPR

**PROJECT LOCATION:** 11301 and 11321 Camarillo Street, North Hollywood, Los Angeles, CA 91602

**PROJECT DESCRIPTION:** The project is an infill project on approximately 0.67 acres that would consist of removal of approximately 17,382 square feet of existing professional commercial space and construction, use, and maintenance of a five-story mixed-use building with a subterranean parking level, with 60 dwelling units and 2,826 square feet of commercial space.

**NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY**

HL Capital Holdings II, LLC  
 1 South Fair Oaks Avenue, Suite  
 Pasadena, CA 91105

**FINDING:**

The Department of City Planning of the City of Los Angeles finds that, although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A **NEGATIVE DECLARATION** will be prepared.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

**NAME OF PERSON PREPARING FORM**

Heather Bleemers

**TITLE**

City Planner

**TELEPHONE NUMBER**

(213) 978-0092

**ADDRESS**

200 North Spring Street  
 Los Angeles, California 90012

**SIGNATURE (Official)**

**DATE**

3/6/2017

**CITY OF LOS ANGELES**  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
**CALIFORNIA ENVIRONMENTAL QUALITY ACT**

**INITIAL STUDY and CHECKLIST (CEQA Guidelines Section 15063)**

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT: 2</b>	<b>DATE:</b> January 26, 2017
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2016-4333-ND	<b>RELATED CASES:</b> DIR-2016-4332-DB-SPR	
<b>PREVIOUS ACTIONS CASE NO.</b> None	<input type="checkbox"/> DOES have significant changes from previous actions. <input type="checkbox"/> DOES NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> The project is an infill project on approximately 0.67 acres that would consist of removal of approximately 17,382 square feet of existing professional commercial space and construction, use, and maintenance of a five-story mixed-use building with a subterranean parking level, with 60 dwelling units and 2,826 square feet of commercial space.		
<b>ENV PROJECT DESCRIPTION:</b> See attached ND.		
<b>ENVIRONMENTAL SETTING:</b> The surrounding land uses are predominantly multi-story multi-family residential structures of two to four stories to the north, east, and south, with commercial uses to the west and south consisting of a three-story commercial building, a one-story commercial strip center, and a one-story bank building.		
<b>PROJECT LOCATION:</b> 11301 and 11321 Camarillo Street, North Hollywood, Los Angeles, CA 91602		
<b>COMMUNITY PLAN AREA:</b> <b>STATUS:</b> <input type="checkbox"/> Preliminary <input type="checkbox"/> Proposed	<input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> South Valley  <b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> Mid-Town North Hollywood
<b>EXISTING ZONING:</b> C4-1	<b>MAX DENSITY ZONING:</b> 82 Dwelling Units (R4 Density)	
<b>GENERAL PLAN LAND USE:</b> Community Commercial	<b>MAX. DENSITY PLAN:</b> 82 Dwelling Units (R4 Density)	

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                         | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality                 |
| <input type="checkbox"/> Biological Resources               | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils              |
| <input type="checkbox"/> Greenhouse Gas Emissions           | <input type="checkbox"/> Hazards & Hazardous Materials      | <input type="checkbox"/> Hydrology / Water Quality   |
| <input type="checkbox"/> Land Use / Planning                | <input type="checkbox"/> Mineral Resources                  | <input type="checkbox"/> Noise                       |
| <input type="checkbox"/> Population / Housing               | <input type="checkbox"/> Public Services                    | <input type="checkbox"/> Recreation                  |
| <input type="checkbox"/> Transportation/Traffic             | <input type="checkbox"/> Tribal Cultural Resources          | <input type="checkbox"/> Utilities / Service Systems |
| <input type="checkbox"/> Mandatory Findings of Significance |   |  |

**DETERMINATION: (To be completed by the Lead Agency)**

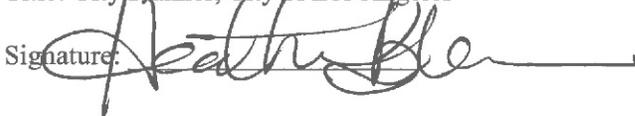
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project. Therefore, an EIR Addendum will be prepared.

Name: Heather Bleemers

Title: City Planner, City of Los Angeles

Signature:



Date:

1/25/2017

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Potentially Significant Less than Significant Impact</b>	<b>No Impact</b>
<b>I. AESTHETICS.</b> Would the project:				
a. Would the project have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, or other locally recognized desirable aesthetic natural feature within a city-designated scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Would the project substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Impact Analysis

**a. Less Than Significant Impact.** A significant impact may occur if the proposed project introduces incompatible visual elements within a field of view containing a scenic vista or substantially blocks views of a scenic vista. The L.A. CEQA Thresholds Guide describes scenic vistas in two ways: panoramic views (visual access to a large geographic area, for which the field of view can be wide and extend into the distance) and focal views (visual access to a particular object, scene, or feature of interest). The project site and surrounding vicinity is currently developed and provides no scenic views of natural areas, or other scenic vistas from surface streets under existing conditions.

The project site is located within the developed, urbanized, North Hollywood – Valley Village Community Plan Area of the San Fernando Valley. The surrounding area consists of existing residential and commercial land uses. Residential uses adjacent to the project site consist of multi-story multi-family structures of two to four stories to the north, east, and south. Commercial uses adjacent to or near the project site include a three-story commercial building and a commercial strip center to the south, and a bank, coffee shop, and associated parking area to the west. The project site is visible from public roadways in the near vicinity, including Camarillo Street, Bakman Avenue, Riverside Drive, and the Hollywood (SR 170) freeway. The proposed project would be of similar height, scale, mass, land use, and density as the surrounding area, and therefore would not introduce an incompatible visual element.

The Community Plan does not identify any scenic vistas or focal views, such as natural open space areas, in the project vicinity. Views in the vicinity of the project site are largely constrained by adjacent structures and the area’s relatively flat topography. Therefore, the project would not have a substantially adverse effect on a scenic vista and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**b. Less Than Significant Impact.** Based on the City of Los Angeles CEQA Thresholds Guide, a significant impact would occur only if scenic resources would be damaged and/or removed by development of the proposed project.

The project site does not contain existing features or elements that substantially contribute to the valued visual character or image of a neighborhood, community, or localized area. There are no features within the project site and surrounding area that are listed, designated or otherwise recognized by the City (e.g., a scenic corridor, historic district, heritage oak trees) as scenic resources. The project site is not adjacent to or in the viewshed of a designated scenic highway. Therefore the proposed project would not result in a significant impact with regard to scenic highways and impacts would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**c. Less Than Significant Impact.** Based on the L.A. CEQA Thresholds Guide, a significant impact would occur if the proposed project were to introduce incompatible visual elements on the project site or visual elements that would be incompatible with the character of the area surrounding the project site.

The project proposes to construct an infill development, comprised of a mixed-use building with multi-family residential units and commercial space, in an area with compatible uses. The site lies adjacent to commercial and residential structures along a developed portion of Camarillo Street. As such, the aesthetic character of the vicinity is a combination of commercial and multi-family residential uses, with which the proposed project would not be out of character. Other developed portions of the vicinity include single-family homes and the Hollywood (SR 170) freeway.

#### *Building Height and Massing*

With respect to building mass and height, existing buildings adjacent to the site consist of multi-family residential and commercial structures of two to four stories in height, and single-story commercial structures. The proposed five-story structure would be a maximum height of 60 feet at the top of the parapet, consistent with the existing zoning and height district, and would not create a substantial contrast in building height and massing to the surrounding buildings. Thus, the height and massing of the proposed structure would be compatible in scale to the existing neighborhood. The aesthetic impacts created by the scale and massing of the project would therefore be less than significant.

#### *Shade/Shadow*

The issue of shade and shadow pertains to the blockage of direct sunlight by proposed buildings, which may affect adjacent facilities and operations sensitive to the effects of shading, which include routinely useable outdoor spaces associated with residential uses. Pursuant to the L.A. CEQA Thresholds Guide, screening criteria, a project may have a significant impact if it includes light-blocking structures in excess of 60 feet in height above the ground elevation that would be located within a distance of three times the height of the proposed structure to a shadow-sensitive use on the north, northwest or northeast. As the project proposes a structure of 60 feet in height above the ground elevation, the project would not exceed the City's shade/shadow impact screening criteria, and impacts would be less than significant.

#### *Graffiti/Vandalism*

The proposed project includes street-facing building walls that would potentially provide opportunities for graffiti. Street-facing commercial uses would be located on the ground floor of the project, which would discourage vandalism. The project would incorporate professional management that would be motivated to keep the site free of graffiti and debris in order to maintain the project's appearance as attractive, clean, and safe for residents and commercial use customers. Pursuant to Municipal Code Section 91.8104.15, the project would be required to maintain the exterior free from graffiti that could be visible from a public street or alley. Impacts would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**d. Less Than Significant Impact.** A significant impact may occur if the project introduces new sources of light on, or glare from, the project site that would be incompatible with the surrounding areas, or that pose a safety hazard to motorists on adjacent streets or freeways. Based on the L.A. CEQA Thresholds Guide, the determination of whether the proposed project results in a significant nighttime illumination impact shall be made considering the following factors: (1) the change in ambient illumination levels as a result of proposed project sources; and (2) the extent to which proposed project lighting would spill off the project site and affect adjacent light-sensitive areas.

### ***Light***

The proposed project is located in an urbanized area with substantial existing nighttime lighting from street lights, commercial uses and associated parking lots, residential buildings, and freeway traffic. The proposed project would include nighttime lighting to illuminate building entrances, stairs, walkways and landscape areas to provide adequate night visibility and security. The project's parking area and associated lighting would be contained within the structure's ground floor and subterranean garage areas and would not be substantially visible from adjacent properties. The proposed commercial uses and associated signage would be on the ground floor, and any signage lighting would be required to comply with the City's Code. Outdoor nighttime lighting provided for the project would be directed downward to minimize light spillover pursuant to LAMC standards, including the light pollution reduction standards provided in the City's Green Building Code.<sup>2</sup> Impacts would be less than significant.

### ***Glare***

Glare can occur at night from various lighting sources such as car lights, street lights and other lights on buildings, walkways and parking areas for visibility and security. Daytime glare can be the result of buildings with glass exteriors or other reflective surfaces. The project would install windows that are consistent with City Building Code standards and would not generate a substantial amount of glare that would affect daytime views in the area. The proposed building exterior would not feature highly reflective polished metals or highly reflective glass surfaces that could create a new source of substantial glare. Therefore, glare impacts would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

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<sup>2</sup> Los Angeles Municipal Code, Chapter 9 Building Regulations, Article 9 Green Building Code, Section 99.05.106.8. Light Pollution Reduction.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>II. AGRICULTURE AND FORESTRY RESOURCES.</b>				
a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

**a-e. No Impact.** The project site is located within an urbanized area of the San Fernando Valley, which has been developed for decades and is zoned for commercial uses. The Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation<sup>3</sup> does not provide a designation for the project site and surrounding area on the 2014 map of Los Angeles County Important Farmland. The 0.67-acre site is not mapped as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As such, the project would have no impact on agricultural or forestry resources, and no mitigation is required.

**Mitigation Measures:** No mitigation measures are required.

<sup>3</sup> California Department of Conservation, Division of Land Resource Protection, Los Angeles County Important Farmland 2012. [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf](http://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/los12.pdf) (accessed November 28, 2016).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. AIR QUALITY.</b> Would the project result in:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### **Impact Analysis**

The proposed project lies within the South Coast Air Basin (Air Basin), a 6,600 square mile coastal plain that is bounded by the Pacific Ocean to the west, and the San Gabriel, San Bernardino, and San Jacinto mountains to the north and east. There are a number of regional factors that collectively hinder the dispersion of air pollutants and contribute towards poor air quality, especially in the Air Basin's inland valleys: low temperature inversion heights, meteorological conditions (e.g. light winds, extensive sunlight, limited turbulent mixing), adjacent mountain ranges and other topographical features.

Project-related air quality emissions analysis was performed using California Emissions Estimator Model (CalEEMod.2016.3.1), a model developed by the South Coast Air Quality Management District (SCAQMD) by which to calculate construction and operational emissions. The model calculates both the daily maximum and annual average emissions for criteria pollutants. Project CalEEMod output data is provided in **Appendix A**.

**a. Less Than Significant Impact.** A significant air quality impact could occur if the proposed project is not consistent with the applicable Air Quality Management Plan (AQMP), or if it would in some way represent a substantial hindrance to implementing the policies or obtaining the goals of that plan.

The most recent version of the AQMP created by the SCAQMD was adopted on December 7, 2012. An updated draft AQMP for 2016 is currently under review, but is not yet adopted. Both the current and upcoming 2016 AQMP include integrated strategies and measures to meet the National Ambient Air Quality Standards. Planning strategies for reducing emissions and achieving ambient air quality standards are developed using demographic growth projections (regional population, housing, and employment) generated by the Southern California Association of Governments (SCAG).

The proposed project would be consistent with the currently allowable land uses for the site, and no General Plan Amendment is proposed. As such, the project would not be an unexpected use for the site.

The proposed project would not be regionally significant as it would not foster substantial growth in population, housing, or employment within the region. Therefore, the project would not substantially affect conformance with the AQMP, or obstruct its implementation. Impacts would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**b. Less Than Significant Impact.** A project may have a significant impact if project-related emissions exceed any federal, state, or regional standards or thresholds of significance, or if project-related emissions substantially contribute to an existing or projected air quality violation. Construction-phase and operational emissions for criteria pollutants were calculated using CalEEMod.2016.3.1.

### ***Construction Emissions***

The project's proposed construction activities would include the demolition of existing structures consisting of approximately 17,382 square feet of professional office building space and associated surface parking spaces. The proposed project would construct an approximately 57,611 square foot five-story mixed-use building with 60 apartments, 2,826 square feet of ground floor commercial space, and one level of subterranean parking. A total of 90 parking spaces would be provided within the ground floor and subterranean parking areas, as well as 72 long-term bicycle spaces and 10 short-term bicycle parking spaces. This analysis also evaluates potential emissions resulting from excavation of the proposed subterranean garage area, and exporting of approximately 10,180 cubic yards of soil material.

**Table III-1, Construction Activity Maximum Daily Emissions**, provides the calculated peak construction day emissions for the project. As shown, project emissions would be below SCAQMD thresholds and therefore project construction impacts would be less than significant.

**Table III-1  
Construction Activity Maximum Daily Emissions**

	<b>Maximum Construction Emissions (lbs/day)</b>					
	<b>ROG</b>	<b>NOx</b>	<b>CO</b>	<b>SO<sub>2</sub></b>	<b>PM<sub>10</sub></b>	<b>PM<sub>2.5</sub></b>
Unmitigated	41.6	40.5	14.9	0.1	3.2	1.7
Mitigated <sup>(a)</sup>	41.6	40.5	14.9	0.1	2.8	1.5
<b>SCAQMD Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
Exceeds Threshold?	No	No	No	No	No	No
Source: CalEEMod.2016.3.1 Output in Appendix A.						
<sup>(a)</sup> Mitigated emissions estimates reflect required compliance with SCAQMD regulations (Rule 403) for reducing construction dust emissions.						

Although the project's fugitive dust emissions would be below SCAQMD thresholds during construction, the project would be required to implement appropriate dust control measures during construction in compliance with SCAQMD Rule 403 - Fugitive Dust as described in **Regulatory Compliance Measure RCM-AQ-1**.

### Regulatory Compliance Measure RCM-AQ-1: Air Pollution (Demolition, Grading, and Construction Activities)

- All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.
- The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.
- All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 mph), so as to prevent excessive amounts of dust.
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust.
- All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amount of dust.
- General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.
- Trucks having no current hauling activity shall not idle but be turned off.

Based on the ages of the existing structures on the site, an evaluation of the buildings to be demolished would be required to determine if hazardous materials including asbestos and lead-based paint are present at the project site. If present, these potential hazards will be required to be remediated during the demolition process using mandatory procedures such as those specified by Rule 1043-Asbestos Emissions from Demolition and Renovation Activities by the SCAQMD. Removal of these materials during demolition as specified in Section VIII, Hazards and Hazardous Materials, would assure a less than significant impact.

#### Operational Emissions

The project would generate pollutant emissions during the operations period, which as shown in **Table III-2, Daily Operational Emissions**, would not exceed SCAQMD thresholds. Therefore, the project's operational impacts would be less than significant.

**Table III-2**  
**Daily Operational Emissions**

Source	Operational Emissions (lbs/day)					
	ROG	NOx	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area	17.2	1.3	35.5	0.1	4.6	4.6
Energy	0.02	0.2	0.1	0.0	0.0	0.0
Mobile	1.1	5.2	15.0	0.0	3.5	1.0
<b>Total</b>	<b>18.4</b>	<b>6.7</b>	<b>50.6</b>	<b>0.1</b>	<b>8.1</b>	<b>5.6</b>
AQMD Threshold	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod.2016.3.1 Output in Appendix A.  
Totals may have minor discrepancies due to rounding.

**Mitigation Measures:** No mitigation measures would be required, as the project would not exceed SCAQMD significance thresholds.

**c. Less Than Significant Impact.** A significant impact may occur if a project adds a considerable cumulative contribution to federal or state nonattainment pollutants. As the Air Basin is currently in nonattainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, development projects could exceed an air quality standard or contribute to an existing or projected air quality deterioration. To determine the significance of the proposed project's incremental contribution to cumulative air quality emissions, the SCAQMD recommends assessment of a project's potential contribution to cumulative impacts using the same significance criteria used for project-specific impacts. As such, if an individual project's construction or operational emissions would be less than significant, then the project would not generate a cumulatively considerable increase in emissions for those pollutants for which Air Basin is in nonattainment. Based on the project emissions reported in Tables III-1 and III-2, the individual project's construction and operational emissions would be below AQMD thresholds and therefore less than significant for purposes of determining the significance of the proposed project's incremental contribution to cumulative air quality emissions. Therefore, the project impact would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. Less Than Significant Impact.** A significant impact may occur if a project were to generate pollutant concentrations to a degree that would significantly affect sensitive receptors. Sensitive receptors are populations that are generally more susceptible to the effects of air pollution than the population at large. Land uses considered to be sensitive receptors include residences, long-term care facilities, schools, playgrounds, parks, hospitals, and outdoor athletic facilities. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the proposed project would be existing multi-family residences adjacent to the project site.

#### Local Significance Thresholds Impacts

The project would introduce 60 residential apartments and 2,826 square feet of commercial space, which as shown in Section III a., would not result in substantial emissions during operations. As such, this analysis will consider construction-related emissions to evaluate potential impacts for sensitive receptors.

Localized Significance Threshold (LST) analysis using SCAQMD methodology was conducted for the proposed project. LSTs are only applicable for certain criteria pollutants: oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). For the proposed project, the most stringent 25-meter source-receptor distance was used to evaluate LST impacts due to the adjacent residences. As noted above, the project would be constructed over approximately two years. The maximum onsite emissions generated during any single construction phase for LST-related criteria pollutants are listed in **Table III-3, LST – Maximum Onsite Construction Emissions**. As shown, daily onsite construction emissions would not exceed LST thresholds, and impacts would be less than significant.

**Table III-3**  
**LST - Maximum Onsite Construction Emissions**

LST 1 acre/25 meters E San Fernando Valley	Project LST Emissions (pounds/day)			
	CO	NO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Max. On-Site Emissions	8.1	12.8	1.5	0.9
LST Threshold	498	80	4	3
Exceeds Threshold?	No	No	No	No
Source: CalEEMod.2016.3.1 Output in Appendix A.				

### Freeway Proximity Impacts

Freeways are a source of diesel particulate matter (DPM) that has been identified as a known carcinogen. Guidelines developed in 2005 by the California Air Resources Board (CARB) recommend not placing pollution sensitive land uses within 500 feet of a heavily traveled freeway.<sup>4</sup> The 2005 CARB guidelines also state that based on traffic-related studies, the additional non-cancer health risk attributable to proximity was seen within 1,000 feet and was strongest within 300 feet. The project site lies within approximately 300 to 500 feet of the Hollywood Freeway (SR-170), and therefore is beyond the zone of the strongest effect noted by CARB. The CARB recommendations are based on diesel exhaust emissions rates from over ten years ago. Diesel truck emissions have become dramatically cleaner in the last decade from when the 500-foot buffer recommendation was developed. Additionally, indoor DPM exposure, even without sophisticated air filtration systems would typically be considerably less than outdoor air exposure.

Further, on April 13, 2016, the City of Los Angeles City Council adopted Council File 15-1026, which among other items, included revisions to the building code of the Municipal Code Section 99.04.504.6, Filters, which states:

*99.04.504.6. Filters. In mechanically ventilated buildings within 1,000 feet of a freeway, provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.*

Based on the above factors, potential exposure of future residents to DPM due to the project's proximity to the SR-170 freeway would be substantially less than assumed by CARB in the 2005 guidelines. Regulatory Compliance Measure RCM-AQ-1 has been included to ensure compliance with Municipal Code Section 99.04.504.6.

#### Regulatory Compliance Measure RCM-AQ-1: Filters

The project shall provide regularly occupied areas of the building with air filtration media for outside and return air that provides a Minimum Efficiency Reporting Value (MERV) of 13. Filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

The California Supreme Court in *Building Industry Assoc. v. Bay Area AQMD* has recently ruled that CEQA should not be used to address the impact of the ambient environment upon a project except in special circumstances. As the project is primarily a residential development, it would not generate a substantial amount of diesel truck traffic on area roadways including SR-170. Because the project would not substantially contribute to the generation of diesel particulate emissions from the freeway, an analysis of the ambient freeway particulate emissions on the sensitive receptors of the project would not be warranted in the context of CEQA, and potential impacts would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**e. Less Than Significant Impact.** A significant impact may occur if objectionable odors would be emitted from the project site, which could impact sensitive receptors. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling

<sup>4</sup> California Air Resources Board. April 2005. "Air Quality and Land Use Handbook: A Community Health Perspective." Accessed at: <http://www.arb.ca.gov/ch/landuse.htm>

materials used in manufacturing processes, as well as some sewage treatment facilities and landfills. As the proposed project involves no components related to these types of activities, no odors from these types of uses are anticipated.

Good housekeeping practices would be sufficient to prevent nuisance odors associated with operations of the proposed commercial land uses. Therefore, potential operational odor impacts would be less than significant. During the construction phase, activities associated with the application of architectural coatings and other interior and exterior finishes, paving, or other construction activities may produce discernible odors typical of most construction sites. Such odors would be temporary based on the limited duration of each construction phase. As such, the project's potential impacts associated with objectionable odors would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Potentially Significant Less than Significant Impact</b>	<b>No Impact</b>
<b>IV. BIOLOGICAL RESOURCES.</b> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

This assessment evaluates biological resources within areas potentially subject to ground or vegetation disturbance by the proposed project, including but not limited to the proposed development envelope and other areas subject to temporary construction disturbance. The project site and surrounding area is developed and has been urbanized for decades. Surrounding land uses include multi-family housing and commercial uses. Landscaping within the site and around the adjacent buildings typically consists of lawns, landscape vegetation (shrubbery and ornamental plantings), and street trees.

There are no sensitive biological communities in the project site and vicinity. Sensitive biological communities include habitats that fulfill special functions or have special values, such as wetlands, streams, or riparian habitat. These habitats are protected under federal regulations such as the Clean Water Act; state regulations such as the Porter-Cologne Act, the California Department of Fish and Wildlife (CDFW) Streambed Alteration Program, and CEQA; or local ordinances or policies such as city

or county tree ordinances, Special Habitat Management Areas, and General Plan Elements. A description of the biological communities within the project site and vicinity is provided below.

### ***Biological Communities***

The proposed project is set in a developed, urban landscape. The project site is surrounded by development on all sides, including roads, buildings, and landscaped areas. Landscaped areas are dominated by non-native ornamental plant species. Paved roads and parking areas within the urban setting lack cover and provide limited foraging for few wildlife species. Additionally, traffic and human disturbance adjacent to the project study area generally precludes occupation by wildlife species. Landscaped areas within and surrounding the project site provide habitat for wildlife that has habituated to life within an urban setting.

### ***Special-Status Species***

This assessment of impacts to special-status wildlife considers those species that are listed, proposed for listing, or that meet the criteria for listing as Endangered or Threatened under the FESA or CESA; and those with a designation of SSC (California Species of Special Concern) or CFP (California Fully Protected), as mandatory special consideration and/or protection of these species is required pursuant to the Federal Endangered Species Act, the State Endangered Species Act, and/or CEQA. In addition CDFW Species of Special Concern, which are species that face extirpation in California if current population and habitat trends continue, U.S. Fish and Wildlife Service (USFWS) Birds of Conservation Concern, and CDFW special-status invertebrates are all considered special-status species. Although CDFW Species of Special Concern generally have no special legal status, they are given special consideration under CEQA.

Wildlife species most often associated with urban areas are those that are most tolerant of human disturbances and include several introduced species, such as European starlings (*Sturnus vulgaris*), rock doves (*Columba livia*), and house mice (*Mus musculus*). Resident and migratory bird species that use these habitats for foraging or nesting include American crows (*Corvus brachyrhynchos*), American robins (*Turdus migratorius*), Brewer's blackbirds (*Euphagus cyanocephalus*), northern mockingbirds (*Mimus polyglottos*), and house finches (*Carpodacus mexicanus*). Western fence lizards (*Sceloporus occidentalis*), raccoons (*Procyon lotor*), and striped skunks (*Mephitis mephitis*) also utilize urban environments. Bats that forage in nearby habitats may make use of small cavities around the eaves of structures.

The CDFW Natural Diversity Database (CNDDDB) (CDFW 2016) and the CNPS Online Inventory of Rare and Endangered Plants, 8th ed. (CNPS 2016) were reviewed for reported occurrences of special-status "elements" on the Van Nuys, Topanga, Canoga Park, Oat Mountain, San Fernando, Sunland, Burbank, Hollywood, and Beverly Hills 7.5' USGS quadrangles to assess which special-status species could potentially occur at the site. **Appendix B, Biological Resources Data**, provides a list of the results of the CNDDDB/CNPS database review. No special-status plant or wildlife species have a potential to occur on the project site, due to lack of suitable habitat and a high level of disturbance in the project area. Additional special-status species not reported by the CNDDDB that are anticipated to occur in the region were also considered. Based upon a review of the resources and databases listed above, 50 special-status vascular plant species have been documented within the USGS quadrangles. The CNDDDB/CNPS derived lists are provided in Appendix B. According to the CDFW's CNDDDB Rarefind 5 application, three (3) special-status wildlife species have been recorded in study area. The species documented within two (2) miles from the site include Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), pallid bat (*Antrozous pallidus*), and western pond turtle (*Emys marmorata*). The pocket mouse occurrence was recorded in 1903 at a location previously known as "Garnsey," which is now developed as a neighborhood in the San Fernando Valley, however, the species is presumed extant. The pallid bat

occurrence was recorded in 1951 at Encino Park and is presumed extant. The western pond turtle was originally recorded in 1917 and was last recorded in 1987. The species was recorded at the Los Angeles River at Lankershim Blvd and is possibly extirpated from the area.

**a. Less Than Significant.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in (1) the loss of individuals, or the reduction of existing habitat of a State- or federal-listed endangered, threatened, rare, protected, candidate, or sensitive species or a Species of Special Concern; (2) the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community; or (3) interference with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise or light) to a degree that may diminish the chances for long-term survival of a sensitive species.

The proposed project site and surrounding area is developed and has been urbanized for decades. Natural habitats would not be affected by construction activities, and no impacts on federally or state-listed species would occur. Impacts on developed, urban landscapes would be limited to the currently developed areas and the removal of landscape vegetation (e.g. trees and hedgerows). Special-status plant species were determined not to have potential to occur because they are found in habitats, which are not present in the project study area, such as chaparral, coastal sage scrub, or valley and foothill grassland habitats.

Common wildlife, particularly birds, may be exposed to noise and other disturbance during construction, but these activities are typical of urban environments and these species are acclimated to these types of disturbance. Populations of common bird species, including migratory birds, are typically stable, and the loss of individuals would not substantially affect the species' population. Additionally, species of bats considered to be special concern are regulated through the CEQA and California Fish and Game Code, section 4150.

The project will result in the removal of vegetation and disturbances to the ground and therefore may result in take of nesting native bird species. Migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the Federal MBTA). Ground and vegetation disturbing activities if conducted during the nesting bird season (February 1 to August 31) would have the potential to result in removal or disturbance to trees and shrubs that could contain active bird nests. In addition to vegetation removal activities, which could directly impact nesting birds, other construction activities may cause noise, dust, or other impacts which could disturb nearby nesting birds and result in nesting failure and the loss of eggs or nestlings. Compliance with **Regulatory Compliance Measure RCM-BIO-1** would provide protections for potential nesting birds.

#### **Regulatory Compliance Measure RCM-BIO-1: Nesting Native Birds**

- Proposed project activities (including disturbances to native and non-native vegetation, structures and substrates) should take place outside of the breeding bird season which generally runs from March 1- August 31 (as early as February 1 for raptors) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). Take means to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture of kill (Fish and Game Code Section 86).
- If project activities cannot feasibly avoid the breeding bird season, beginning thirty days prior to the disturbance of suitable nesting habitat, the applicant shall:

- a. Arrange for weekly bird surveys to detect any protected native birds in the habitat to be removed and any other such habitat within properties adjacent to the project site, as access to adjacent areas allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than 3 days prior to the initiation of clearance/construction work.
- b. If a protected native bird is found, the applicant shall delay all clearance/construction disturbance activities within 300 feet of suitable nesting habitat for the observed protected bird species until August 31.
- c. Alternatively, the Qualified Biologist could continue the surveys in order to locate any nests. If an active nest is located, clearing and construction within 300 feet of the nest or as determined by a qualified biological monitor, shall be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.
- d. The applicant shall record the results of the recommended protective measures described above to document compliance with applicable State and Federal laws pertaining to the protection of native birds. Such record shall be submitted and received into the case file for the associated discretionary action permitting the project.

The Project would be required to comply with these existing federal and state laws, MBTA and California Fish and Game Code, respectively. Therefore, impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**b. No Impact.** The site is developed with commercial uses and associated parking lots. No riparian habitat or sensitive natural communities, or wetlands exist on-site, or adjacent properties. A review of the CNDDDB Rarefind 5 application reveals nine (9) Sensitive Plant Communities/Habitats have been reported in the nine (9) USGS quadrangles reviewed, including California Walnut Woodland, Riversidian Alluvial Fan Sage Scrub, Southern California Arroyo Chub/Santa Ana Sucker Stream, Southern Coast Live Oak Riparian Forest, Southern Cottonwood Willow Riparian Forest, Valley Oak Woodland, Southern Sycamore Alder Riparian Woodland, Southern Mixed Riparian Forest, and Southern Willow Scrub. These communities do not occur within the project study area and would not be impacted by the proposed project. Therefore, no impacts to riparian habitat or other sensitive communities would occur as a result of the project.

**Mitigation Measures:** No mitigation measures are required.

**c. No Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in the alteration of an existing wetland habitat. No wetlands or non-wetland waters or natural stream channels occur within the site. Therefore, no impacts would occur.

**Mitigation Measures:** No mitigation measures are required.

**d. No Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on biological resources if it could result in the interference with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species.

The project site is located within a heavily developed region of the City, and existing urban uses surround the site. The project site is urbanized with existing commercial buildings with a surface parking lot. As such, the project site is not within a significant wildlife corridor, and the proposed project would not substantially interfere with migratory corridors or impede wildlife movements. No impact would occur.

***Mitigation Measures:*** No mitigation measures are required.

**e. Less Than Significant.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a project-related, significant adverse effect could occur if a project were to cause an impact that is inconsistent with local regulations pertaining to biological resources, such as the City of Los Angeles Protected Tree Ordinance.<sup>5</sup> Existing trees within the site consist of palm trees and other ornamental species planted for landscaping purposes that are not protected under the City's ordinance.

The removal and replacement of street trees is subject to the approval and tree replacement conditions set forth by the Board of Public Works. The project proposes to plant five trees (24-inch box size) throughout the second floor common space areas, and six new street trees (24-inch box size) along the Camarillo Street frontage. As such, the project would not conflict with local policies protecting biological resources. Compliance with **Regulatory Compliance Measure RCM-BIO-2** would be required, which addresses removal of street trees

**Regulatory Compliance Measure RCM-BIO-2: Tree Removal (Public Right-of-Way)**

- Removal of trees in the public right-of-way requires approval by the Board of Public Works. The required Tree Report shall include the location, size, type, and condition of all existing trees in the adjacent public right-of-way and shall be submitted for review and approval by the Urban Forestry Division of the Bureau of Street Services, Department of Public Works (213-847-3077). The plan shall contain measures recommended by the tree expert for the preservation of as many trees as possible. All replacement trees in the public right-of-way shall be provided per the current Urban Forestry Division standards.

Therefore, the project would not be inconsistent with local regulations for protection of biological resources, and impacts would be less than significant.

***Mitigation Measures*** No mitigation measures are required.

**f. No Impact.** A significant impact would occur if the proposed project would be inconsistent with mapping or policies in any conservation plans of the types cited. The project site is not part of any draft or adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan. Thus, there would be no impact to adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans.

***Mitigation Measures:*** No mitigation measures are required.

<sup>5</sup> City of Los Angeles, Los Angeles Tree Ordinance (No. 177404), LAMC, sec. 12.21.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES:</b> Would the project:				
a. Cause a substantial adverse change in significance of a historical resource as defined in CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in significance of an archaeological resource pursuant to CEQA Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

On December 16, 2016, Envicom Corporation completed a Phase I(a) cultural resource assessment of the project site, which included a record search from the South Central Coast Information Center (SCCIC), review of SurveyLA for built environment resources and districts, project scoping letters to the Native American Heritage Commission (NAHC) and potentially interested Tribal Groups identified by the NAHC, and a physical pedestrian survey of the property. The results of the Phase I(a) cultural resource assessment, and a copy of the project scoping letter and response from the NAHC is provided in **Appendix C**. To date, one of the notified Tribal Groups has provided a response by letter, a copy of which has been included within Appendix C.

The record search findings obtained at the SCCIC were negative for cultural resources within the project area, which included the project site and a surrounding 0.25-mile radius (i.e., project study area). The SCCIC also noted that four (4) negative findings reports were completed within the project study area. No cultural resources – archaeological or built environment – were identified within the project area in these reports.

SurveyLA, the Los Angeles regional built environment database, was consulted on December 7, 2016, with a negative findings result for significant or potentially significant built environment resources, object resources, or district resources, either within or adjacent to the project site. A pedestrian survey of the project site<sup>6</sup> was performed to assess the site for potential cultural resources not recorded in the SCCIC information center or other depositories, including the SurveyLA database. The pedestrian survey confirmed that no historic built environment resources exist on the project property or adjacent properties.

**a. No Impact.** The proposed project would have a significant impact if it would cause a substantial adverse change in the significance of a historical resource as defined in CEQA Section 15064.5. Information used in the evaluation included inspections of the site and surrounding area, and a review of SurveyLA for built environment resources and districts as discussed above. The project site is fully developed, with two (2) existing commercial buildings and associated paved parking areas, which the assessment determined to not be historically significant. The existing buildings consist of a large office

<sup>6</sup> Pedestrian survey conducted by Wayne Bischoff, Ph.D., Envicom Corporation, December 7, 2016.

structure built in 1961 and a smaller structure that was originally built in 1939 as a private residence, which has been converted to office uses. Neither of the existing structures were indicated to be significant resources by SurveyLA. The pedestrian survey conducted by Envicom included a physical examination of both structures for potential historic features, which also concluded the structures were not significant resources.

The larger of the two existing structures on the site consists of an office building with typical Spanish Revival architectural elements and detailing that was determined to be neither unique nor exceptional. The smaller structure, originally constructed as a residence, has been extensively modified for office use, with visible exterior changes including additional external entrances. For these reasons, regardless of the age of the structures, no further built environment studies of the site would be warranted.

Therefore, based upon the results of the cultural resource Phase I(a) assessment of the site, the site does not contain historically significant elements and the proposed project would result in no impact to historical resources.

***Mitigation Measures:*** No mitigation measures are required.

**b. Less Than Significant.** A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed development. Based on the criteria in the L.A. CEQA Thresholds Guide, a significant impact may occur if grading or excavation activities associated with a project would disturb archaeological resources that presently exist within the Project Site. Section 15064.5 of the State CEQA Guidelines defines criteria for historical resources or resources that constitute unique archaeological resources. A significant impact could occur if a project would significantly affect archaeological resources that fall under either of these categories.

The Project is located in a highly urbanized area of the City of Los Angeles and has been subject to past disturbance, including the construction of commercial uses that currently occupy the site, as well as previous use as agricultural and or orchard lands.<sup>7</sup> Based on a review of City of Los Angeles Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas within a 0.25 mile radius do not contain any known archaeological sites or archaeological survey areas.<sup>8</sup>

The cultural resource Phase I(a) assessment of the project site included a records search at the South Coast Central Information Center (SCCIC) to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the project site plus a 0.25-mile buffer radius. The results did not identify any previously recorded cultural resources within the project area. The assessment also requested NAHC review of the Sacred Lands Inventory to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the project area plus a 0.25-mile buffer, which returned a negative result. The NAHC provided a list of five potentially interested Tribal Groups, which were all contacted by letter of notification and request for comment. To date, one of the Tribal Groups contacted has provided a response by letter that did not identify any known cultural resource sensitivity specific to the project site or surrounding vicinity, however, the letter requested that a Native American monitor be provided during ground disturbance activities for potential unknown resources.

<sup>7</sup> The Phase I Site Assessment Report, dated August 12, 2016, provided as Appendix E to this ND, includes historical aerial photos that show orchards occupying the site prior to development of the existing commercial uses.

<sup>8</sup> City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.

The Phase IA pedestrian survey (surface observation) of the site was also negative for cultural resources, however, due to complete coverage by pavement and buildings on site, no visual observation of the ground surface was possible. Due to the previous development of land uses on the site, archaeological resources that may have existed near the site surface are likely to have been disturbed or previously removed. However, the Project would likely result in deeper excavations than previously performed on the site, particularly beneath existing parking lots, which often do not require deep excavations and may cover original intact soils at relatively shallow depths. As such, previously unknown archaeological resources may exist beneath the Project Site that could be uncovered during excavation activities. If previously unknown archaeological resources are found during excavation, the Project would be required to follow procedures detailed in California Public Resources Code Section (PRC) 21083.2. The required compliance would ensure any found deposits are treated in accordance with federal, State, and local guidelines, including those set forth in to PRC Section 21083.2. Compliance with **Regulatory Compliance Measure RCM-CR-1**, identified below, would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be less than significant.

**Regulatory Compliance Measure RCM-CR-1: Cultural Resources (Archaeological)**

- If any archaeological materials are encountered during the course of project development, all further development activity shall halt and:
  - a. The services of an archaeologist shall then be secured by contacting the South Central Coastal Information Center (657-278-5395) located at California State University Fullerton, or a member of the Society of Professional Archaeologist (SOPA) or a SOPA-qualified archaeologist, who shall assess the discovered material(s) and prepare a survey, study or report evaluating the impact.
  - b. The archaeologist's survey, study or report shall contain a recommendation(s), if necessary, for the preservation, conservation, or relocation of the resource.
  - c. The applicant shall comply with the recommendations of the evaluating archaeologist, as contained in the survey, study or report.
- Project development activities may resume once copies of the archaeological survey, study or report are submitted to:
 

SCCIC Department of Anthropology  
 McCarthy Hall 477 CSU Fullerton  
 800 North State College Boulevard  
 Fullerton, CA 92834
- Prior to the issuance of any building permit, the applicant shall submit a letter to the case file indicating what, if any, archaeological reports have been submitted, or a statement indicating that no material was discovered.
- A covenant and agreement binding the applicant to this condition shall be recorded prior to issuance of a grading permit.

Therefore, project impacts to archaeological resources would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c. Less Than Significant.** Paleontological resources are the fossilized remains of organisms that have lived in the region in the geologic past and the accompanying geologic strata. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Sedimentary rocks contain the bulk of fossils in the City, although metamorphic rocks may also contain fossils.<sup>9</sup> Based on field investigation results and published geologic maps of the area, the site is underlain by artificial fill and Holocene age alluvial fan deposits.<sup>10</sup> Exploratory boring on the site was conducted with three borings of between 20.5 feet and 51 feet below ground surface, which confirmed that the underlying materials were not bedrock, but rather artificial fill and alluvial material. Although no sedimentary rock units would be encountered during construction, fossils could potentially occur within older alluvium materials. While no paleontological resources are known to exist on-site, there is a potential for paleontological resources to exist at sub-surface levels on the project site, which may be uncovered during site excavation. Compliance with **Regulatory Compliance Measure RCM-CR-2**, identified below, would ensure that if any such resources are found during construction of the Proposed Project, they would be handled according to the proper regulations and any potential impacts would be less than significant.

**Regulatory Compliance Measure RCM-CR-2: Cultural Resources (Paleontological)**

- If paleontological resources are discovered during excavation, grading, or construction, the City of Los Angeles Department of Building and Safety shall be notified immediately, and all work shall cease in the area of the find until a qualified paleontologist evaluates the find. Construction activity may continue unimpeded on other portions of the project site. The paleontologist shall determine the location, the time frame, and the extent to which any monitoring of earthmoving activities shall be required. The found deposits would be treated in accordance with federal, State, and local guidelines, including those set forth in California Public Resources Code Section 21083.2.

**Mitigation Measures:** Compliance with Public Resources Code Section 21083.2 would ensure appropriate treatment of any paleontological resources if any were to be encountered during grading. No mitigation measures are warranted.

**d. Less Than Significant.** Based upon the criteria established in the L.A. CEQA Thresholds Guide, a project-related significant adverse effect could occur if grading or excavation activities associated with the proposed project would disturb previously interred human remains. No known human burials have been identified on the project site or its vicinity. However, it is possible that unknown human remains could occur on the project site, and if proper care is not taken during construction, damage to or destruction of these unknown remains could occur. If human remains are encountered unexpectedly during construction demolition and/or grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to California Public Resources Code (PRC) Section 5097.98. **Regulatory Compliance Measure RCM-CR-3** would ensure potential impacts related to the disturbance of unknown human remains would be less than significant.

<sup>9</sup> City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, Page D.1-1.

<sup>10</sup> Geocon West, Inc., Geotechnical Investigation Proposed Mixed-Use Development 11301 and 11321 Camarillo Street, August 2016.

**Regulatory Compliance Measure RCM-CR-3: Cultural Resources (Human Remains)**

In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:  
1104 N. Mission Road  
Los Angeles, CA 90033  
323-343-0512 (8 a.m. to 5 p.m. Monday through Friday) or  
323-343-0714 (After Hours, Saturday, Sunday, and Holidays)
- The coroner has two working days to examine human remains after being notified by the responsible person. If the remains are Native American, the Coroner has 24 hours to notify the Native American Heritage Commission.
- The Native American Heritage Commission will immediately notify the person it believes to be the most likely descendent of the deceased Native American.
- The most likely descendent has 48 hours to make recommendations to the owner, or representative, for the treatment or disposition, with proper dignity, of the human remains and grave goods.
- If the descendent does not make recommendations within 48 hours the owner shall reinter the remains in an area of the property secure from further disturbance, or;
- If the owner does not accept the descendant's recommendations, the owner or the descendent may request mediation by the Native American Heritage Commission.
- Discuss and confer means through meaningful and timely discussion and careful consideration of the views of each party.

***Mitigation Measures:*** Due to the absence of any known human remains on the site, no mitigation measures are warranted.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>VI. GEOLOGY AND SOILS.</b> Would the project:				
a. Exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

The following section incorporates information for the project site provided by the project’s Geotechnical Investigation report (Geotechnical Report), dated August 2016, prepared by Geocon West, Inc. The Geotechnical Report is included as **Appendix D**. The Geotechnical Report concluded that neither soil nor geologic conditions were encountered during the investigation that would preclude construction of the proposed project provided the recommendations presented within the Geotechnical Report are followed and implemented during design and construction.

**a. i. Less Than Significant Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if the project site is located within a state-designated Alquist-Priolo Zone or other designated fault zone. These zones extend from 200 to 500 feet on each side of a known fault. The zones identify areas where a potential surface fault rupture could prove hazardous for buildings used for human occupancy. Development projects located within an Alquist-Priolo Earthquake Fault Zone are required to prepare special geotechnical studies to characterize hazards from any potential surface ruptures.

The site is not within a state-designated Alquist-Priolo Earthquake Fault Zone or a city-designated Preliminary Fault Rupture Study Area for surface fault rupture hazards, as reported in the Geotechnical Report. No active or potentially active faults with the potential for surface fault rupture are known to pass directly beneath the site. The closest surface trace of an active fault to the site is the Verdugo Fault located approximately 3.5 miles to the east-northeast. As the project site is not located within a state designated Earthquake Fault Zone, the potential for future surface rupture on the project site is considered low, and potential impacts associated with fault rupture would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**a. ii. Less Than Significant Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if a project represents an increased risk to public safety or destruction of property by exposing people, property, or infrastructure to seismically induced ground shaking hazards that are greater than the average risk associated with other locations in Southern California. The project site is located within a seismically active region, as is all of Southern California. The intensity of ground shaking depends primarily on the earthquake's magnitude, the distance from the source, and the site response characteristics. Several active and potentially active faults within the Los Angeles Basin area could affect the project site, and it is likely that future earthquakes will shake the subject property. However, this hazard is common in Southern California, and conformance with current building codes and engineering practices would reduce potential ground shaking impacts to less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**a. iii. Less Than Significant Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if a project site is located within a liquefaction zone.

Liquefaction is the loss of soil strength or stiffness due to buildup of pore-water pressure during severe ground shaking. Liquefaction is associated primarily with loose (low density), saturated, fine- to medium-grained, cohesionless soils. Liquefied soils may be subject to flow or excessive strain, which may induce settlement. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

According to the project's Geotechnical Report, the State of California Seismic Hazard Zone Map for the Van Nuys Quadrangle (1998) indicates that the site is located in an area designated as "liquefiable". Also, according to the Los Angeles County Safety Element (1990), the site is located within an area identified as having a potential for liquefaction. Therefore, additional analysis was performed to evaluate the potential for liquefaction during a Maximum Considered Earthquake (MCE) event.

A liquefaction analysis was performed for an MCE event using a historic high groundwater table of 10 feet below the ground surface, a magnitude 6.73 earthquake, and a Maximum Considered Earthquake Geometric Mean peak ground acceleration ( $PGA_M$ ) of 0.882g. The results indicate that the alluvial soils below the historic high groundwater level could be susceptible to approximately 0.4 inches of total settlement during Maximum Considered Earthquake ground motion. The differential settlement at the foundation level is anticipated to be less than 0.3 inches over a distance of 20 feet.

Based on the results of the liquefaction analyses, the Geotechnical Report provides recommendations for structural design to address this potential impact.

The project would be required to comply with applicable City building codes to address potential liquefaction impacts. In addition, implementation of **Regulatory Compliance Measure RCM-GEO-1** requiring that a Soils Report Approval Letter be obtained from the Department of Building and Safety, and compliance with conditions contained therein, would reduce potential liquefaction impacts to a less than significant level.

#### **Regulatory Compliance Measure RCM-GEO-1 Geotechnical Report**

- Prior to the issuance of grading or building permits, the applicant shall submit a Geotechnical Report, prepared by a registered civil engineer or certified engineering geologist, to the Department of Building and Safety, for review and approval. The Geotechnical Report shall assess potential consequences of any soil strength loss, estimation of settlement, lateral movement or reduction in foundation soil-bearing capacity, and discuss mitigation measures that may include building design consideration. Building design considerations shall include, but are not limited to: ground stabilization, selection of appropriate foundation type and depths, selection of appropriate structural systems to accommodate anticipated displacements or any combination of these measures.
- The project shall comply with the conditions contained within the Department of Building and Safety's Geology and Soils Report Approval Letter for the proposed project, and as it may be subsequently amended or modified.

***Mitigation Measures:*** No mitigation measures are required.

**a. iv. No Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a project-related, significant adverse effect may occur if the project is located in a hillside area with soil conditions that would suggest a high potential for sliding.

The topography at the site is relatively level. The site is not located within a City of Los Angeles Hillside Grading Area or Hillside Ordinance Area (City of Los Angeles, 2016). The County of Los Angeles Safety Element indicates the site is not within an area identified as having a potential for slope instability. Additionally, the California Department of Conservation Seismic Hazard Zones Map for the Van Nuys Quadrangle (1998) indicates that the site is not within an area identified as having a potential for seismic slope instability. There are no known landslides near the site, nor is the site in the path of any known or potential landslides. Therefore, the project would have no impact.

***Mitigation Measures:*** No mitigation measures are required.

**b. Less Than Significant Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a project would normally have significant sedimentation or erosion impacts if it would (1) constitute a geologic hazard to other properties by causing or accelerating instability from erosion; or (2) accelerate natural processes of wind and water erosion and sedimentation, resulting in sediment runoff or deposition which would not be contained or controlled on site.

Although the project site is relatively flat, development of the project has the potential to result in the erosion of soils during site preparation and construction activities. Potential erosion and sedimentation would be reduced by implementing the erosion control BMPs imposed by the City of Los Angeles' grading and building permit regulations.

All grading activities would require grading permits from the Los Angeles Department of Building and Safety (LADBS), which include requirements and standards designed to limit potential impacts to acceptable levels. In addition, all on-site grading and site preparation would comply with applicable

provisions of Chapter IX, Division 70 of the LAMC, which addresses grading, excavations, and fills. **Regulatory Compliance Measure RCM-GEO-2** would ensure potential impacts related to sedimentation or erosion would be less than significant.

**Regulatory Compliance Measure RCM-GEO-2: Erosion/Grading/Short-Term Construction Impacts**

In the event that human remains are discovered during excavation activities, the following procedure shall be observed:

- Stop immediately and contact the County Coroner:
- The applicant shall provide a staked signage at the site with a minimum of 3-inch lettering containing contact information for the Senior Street Use Inspector (Department of Public Works), the Senior Grading Inspector (LADBS) and the hauling or general contractor.
- Chapter IX, Division 70 of the Los Angeles Municipal Code addresses grading, excavations, and fills. All grading activities require grading permits from the Department of Building and Safety. The application of BMPs includes but is not limited to the following:
  - a. Excavation and grading activities shall be scheduled during dry weather periods. If grading occurs during the rainy season (October 15 through April 1), diversion dikes shall be constructed to channel runoff around the site. Channels shall be lined with grass or roughened pavement to reduce runoff velocity.
  - b. Stockpiles, excavated, and exposed soil shall be covered with secured tarps, plastic sheeting, erosion control fabrics, or treated with a bio-degradable soil stabilizer.

The project's potential impacts regarding sedimentation or erosion would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c. Less Than Significant Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if the project is built in an unstable area without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property.

As discussed above in subsection VI.a.iv, the project is located in a relatively flat area, remote from steep slopes, and is not identified as an area susceptible to potential landslides. Lateral spreading is a term referring to landslides that form on gentle slopes and have a fluid-like flow movement. Potential landslide impacts are addressed above in subsection VI.a.iv. Landslide and lateral spreading impacts would be less than significant.

Potential liquefaction impacts are discussed in Subsection VI.a.iii above. As discussed in subsection VI.a.iii, Mitigation Measure RCM-GEO-1, which requires that a Soils Report Approval Letter be obtained from the Department of Building and Safety, and compliance with conditions contained therein, would reduce potential liquefaction impacts to less than significant.

Subsidence occurs when a large portion of land is displaced vertically, usually due to the withdrawal of groundwater, oil, or natural gas. Soils that are particularly subject to subsidence include those with high silt or clay content. The site is not located within an area of known ground subsidence. No large-scale extraction of groundwater, gas, oil, or geothermal energy is occurring or planned at the site or in the general site vicinity. As there is little or no potential for ground subsidence due to withdrawal of fluids or gases at the site, subsidence impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. Less Than Significant Impact.** Based on the criteria established in the L.A. CEQA Thresholds Guide, a significant impact may occur if the project is built on expansive soils without proper site preparation or design features to provide adequate foundations for buildings, thus posing a hazard to life and property. Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subject to uplifting forces caused by the swelling.

The Geotechnical Report for the project reports that soil materials from which the building foundations and slabs would derive support have a “very low” expansive potential; and are classified as “non-expansive” based on the 2013 California Building Code (CBC) Section 1803.5.3. By compliance with applicable City building codes and implementation of recommendations of a geotechnical or soils engineer, potential impacts associated with expansive soils would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**e. No Impact.** The project site is located in a developed area of the City of Los Angeles, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Los Angeles. No septic tanks or alternative disposal systems would be necessary, nor are they proposed. Impacts would not occur.

**Mitigation Measures:** No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant	Less than Significant	No Impact
		Unless Mitigation Incorporated	Impact	
<b>VII. GREENHOUSE GAS EMISSIONS. Would the project:</b>				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### Impact Analysis

Greenhouse gases (GHG), role in trapping heat near the surface of the earth) emitted by human activity are implicated in global climate change, commonly referred to as global warming. These greenhouse gases contribute to an increase in the temperature of the earth's atmosphere by transparency to short wavelength visible sunlight, but near opacity to outgoing terrestrial long wavelength heat radiation in some parts of the infrared spectrum. The principal GHGs are carbon dioxide, methane, nitrous oxide, ozone, and water vapor. The CEQA Guidelines defines the following as GHGs: carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), and hydrofluorocarbons (HFCs).<sup>11</sup>

State Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, established broad and wide-ranging mandatory provisions and dramatic GHG reduction targets within specified time frames, including a requirement that California's GHG emissions be reduced to 1990 levels by 2020. State Senate Bill (SB) 97 required the CEQA Guidelines be updated to include guidance for evaluation of GHG emissions impacts.

Because the warming potential of the identified GHGs differ, GHG emissions are typically expressed in terms of carbon dioxide equivalents (CO<sub>2</sub>e), providing a common expression for the combined volume and warming potential of the GHGs generated by a particular emitter. The total GHG emissions from individual sources are generally reported in metric tons (MT) and expressed as metric tons of carbon dioxide equivalents (MTCO<sub>2</sub>e).

Fossil fuel use in the transportation sector (on-road motor vehicles, off-highway mobile sources and aircraft) is the single largest source of GHG emissions, accounting for half of all emissions globally. Energy use associated with industrial and commercial land uses contribute approximately one quarter of global GHG emissions.

Project greenhouse gas emission (GHG) emissions were evaluated using CalEEMod.2016.3.1 emissions estimation model provided by SCAQMD. The CalEEMod output is provided in Appendix A.

**a. Less Than Significant Impact.** A significant impact would occur if the project would generate GHG emissions, either directly or indirectly, that might have a significant impact on the environment.

<sup>11</sup> California Code of Regulations, Section 15364.5, Article 20, Definitions.

During construction, operation of construction equipment, disposal of construction waste, and use of various construction materials (paint, asphalt, etc.) would result in the short-term generation of GHG emissions. The project's construction-related GHG emissions were modeled using CalEEMod. The total construction-related GHG emissions generated over the full duration of the construction period would be 77.33 MTCO<sub>2e</sub>. The SCAQMD GHG emissions analysis policy for construction activities recommends amortization of emissions over a 30-year project lifetime to evaluate significance on an annual basis. Based on the total construction period emissions, the project's 30-year annual amortized GHG emissions would be 2.58 MTCO<sub>2e</sub>.

Operation of the proposed project would result in GHG emissions from mobile sources, onsite use of natural gas and landscaping equipment, and offsite sources such as electricity generation, water distribution and treatment, disposal of solid waste, and treatment of wastewater. The operational generation of GHG emissions were calculated using CalEEMod, as recommended by the SCAQMD. Operational GHG emissions are shown in **Table VII-1, Greenhouse Gas Emissions - Operations**. As shown in Table VII-1, total GHG with the addition of the amortized construction emissions, the project's annual GHG emissions were estimated to be approximately 2,616.54 MTCO<sub>2e</sub> annually.

There are no locally adopted significance thresholds for GHG emissions. The SCAQMD CEQA Significance Thresholds GHG Working Group recommends a threshold of 3,000 MT CO<sub>2e</sub> for land use projects. In the absence of an adopted numerical threshold of significance, project related GHG emissions in excess of this recommended threshold are presumed to trigger a requirement for enhanced GHG reduction at the project level. As shown in Table VII-1, the proposed project's combined annual operational GHG emissions and annual amortized construction-related GHG emissions would be below 3,000 MT CO<sub>2e</sub> per year, which would be less than significant.

The project would include features designed to minimize personal motor vehicle use and encourage non-motorized or public transport travel. Such features include provision of bicycle parking spaces (long-term and short-term use) on-site commercial uses, a meeting room, and courtyard open spaces. In addition, the project is located in close proximity to commercial development including a convenience market, bank, and coffee shop, which would be within walking distance. Public transit bus lines serve the project area, including a bus stop located less than 0.1-mile walking distance of the Project site. The North Hollywood Station for the Metro Red Line is located approximately 1 mile north of the project site. These features would promote use of public transportation, which would reduce the project's total GHG emissions. As shown in Table VII-2, the project's GHG emissions impact level would be less than significant.

**Table VII-1  
Greenhouse Gas Emissions - Operations**

<b>Consumption Source</b>	<b>MT CO<sub>2e</sub> tons/year</b>
Area Sources	20.26
Energy Utilization	352.93
Mobile Source	728.88
Solid Waste Generation	15.34
Water Consumption	51.56
Annualized Construction	2.58
<b>Total</b>	<b>1,171.55</b>
Significance Threshold	3,000.00

Source: CalEEMod.2016.3.1 output provided in Appendix A.

**Mitigation Measures:** No mitigation measures are required.

**b. Less Than Significant Impact.** The goal of AB 32 is to reduce statewide GHG emissions to 1990 levels by 2020. In 2014, the California Air Resources Board (CARB) updated its Scoping Plan, which details strategies to meet that goal. Executive Order S-3-05 aims to reduce statewide GHG emissions to 80 percent below 1990 levels by 2050. To reduce GHG emissions from energy usage, the City's Department of Environmental Protection, EnvironmentLA, proposes the following goals as drafted in their GreenLA and ClimateLA plans: increase the amount of renewable energy provided by the LADWP to decrease dependence on fossil fuels; present a comprehensive set of green building policies to guide and support private sector development; and reduce energy consumed by City facilities and utilize solar heating where applicable; and help citizens to use less energy.

The project would replace older buildings and construct a new structure that would comply with the current requirements of the LA Green Building Code, with greater energy efficiency and conservation requirements than the existing structures that were built to previous building codes. The project's design as a mixed-use development with on-site commercial uses, the location near existing commercial uses, provision of onsite amenities, and bicycle parking and maintenance areas, would serve to reduce reliance on personal motor vehicle use, which represents the majority of GHG emissions from this project. As such, the proposed project would be consistent with local and statewide goals and policies aimed at reducing the generation of GHG emissions, and would not conflict with GHG reduction plans or policies. The proposed project would not interfere with implementation of local or regional plans for achieving GHG reduction targets, and impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS.</b>				
Would the project:				
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
For a project within the vicinity of a private airstrip, would the project result in a safety hazard for the people residing or working in the area?				
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				

A Phase I Environmental Site Assessment (Phase I ESA) of the project site was performed by Partner Engineering and Science, Inc. The Phase I Site Assessment Report, dated August 12, 2016, is provided as **Appendix E** to this .

### **Impact Analysis**

**a. Less Than Significant Impact.** During project operations, the proposed project would not result in the routine transport, use, or disposal of hazardous materials in substantial quantities. Modest amounts of typical cleaning supplies and solvents would be used for housekeeping and janitorial purposes for the proposed residential and commercial components of the project. Use of these substances would be required to comply with applicable State and County Health Codes and regulations. Therefore, the

proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during operations and a less than significant impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**b. Less Than Significant Impact.** Based on the results of the Phase I ESA, no recognized environmental conditions, consisting of presence or likely presence of any hazardous substances or petroleum products in, on, or at a property were identified during the assessment. Additionally, no controlled recognized environmental conditions resulting from a past release of hazardous substances or petroleum products were identified during the assessment. A historical recognized environmental condition consisting of a previously identified leaking underground storage tank (LUST) at a former gas station on a nearby property west of the project site is listed by the State Water Resources Control Board GeoTracker website with a status of Completed – Case Closed, indicating no further action is needed and further investigation is not warranted. As such, soil disturbance during grading would not result in a release of hazardous materials at the site, and potential impacts associated with hazardous materials in soils would be less than significant.

Due to the age of existing buildings on the project site that would be removed, the Phase I identified a potential that asbestos-containing material (ACM) and/or lead-based paint (LBP) may be present. As recommended by the Phase I ESA, in order to safely manage suspect ACMs and LBP during demolition to prevent potential exposure to workers, the existing structures would be surveyed for the presence of such materials prior to demolition, and if found to be present, abatement procedures would be required in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable state and federal rules and regulations. Compliance with Regulatory Compliance Measure **RCM-HAZ-1**, below, would reduce potential impacts to a less than significant level.

**Regulatory Compliance Measure HAZ-1: Existing Toxic/Hazardous Construction Materials  
Asbestos**

Prior to the issuance of any permit for the demolition or alteration of the existing structures, the applicant shall provide a letter to the Department of Building and Safety from a qualified asbestos abatement consultant indicating that no Asbestos-Containing Materials (ACM) are present in the building. If ACMs are found to be present, it will need to be abated in compliance with the South Coast Air Quality Management District's Rule 1403 as well as all other applicable state and federal rules and regulations.

**Lead Paint**

Prior to issuance of any permit for the demolition or alteration of the existing structures, a lead-based paint survey shall be performed to the written satisfaction of the Department of Building and Safety. Should lead-based paint materials be identified, standard handling and disposal practices shall be implemented pursuant to OSHA regulations.

**Mitigation Measures:** No mitigation measures are required.

**c. Less Than Significant Impact.** A significant impact may occur if the project would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

Although the site is located near a private school located within a one-quarter mile radius, the project does not propose to use, store, or dispose of hazardous materials in quantities that could result in a release of

toxic emissions that would pose a health hazard beyond regulatory thresholds. Limited quantities of typical cleaning supplies and solvents used for housekeeping purposes would be present at the project site and the use of these substances would comply with State Health Codes and Regulations. The project would not create a significant hazard due to hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Therefore, potential impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. No Impact.** California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis.

The Phase I ESA of the project site and vicinity included a radial database search for information from standard federal, state, county, and city environmental record sources, as well as online state databases regarding hazardous materials permits or investigations that could indicate the presence of hazardous substances, such as petroleum products, on the site from uses within the site, or by migration from sites in the vicinity. Based on the results of the database search and investigation, the Phase I report concluded that no sites of concern were listed within the specified search radius on any of the regulatory databases researched. The Phase I noted that previous medical office tenants within the site were listed as small-quantity generators of hazardous waste. None of the database listings for the former tenants indicate significant releases or regulatory agency violations. As such, no environmental concerns are anticipated.

Based on the Phase I ESA, the proposed project would not be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 that could result in the creation of a significant hazard to the public or the environment. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**e-f. No Impact.** The project site is not located within two miles of a public airport or private airstrip. The nearest airport is the Burbank Glendale Pasadena Airport located approximately 2.75 miles northeast of the project site. Therefore, the project would not result in a safety hazard to people working or residing within the project area regarding aircraft operations in the vicinity. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**g. Less Than Significant Impact.** A project would normally have a significant impact if the project would interfere with an emergency response plan or emergency evacuation plan. According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The proposed project is not located on or near an adopted emergency response or evacuation plan.<sup>12</sup> Development of the project site may require temporary partial lane closures due to construction activities. Nonetheless, while such closures may cause temporary inconvenience, they would only occur during the construction phase, and for a temporary time period. No complete street closures would occur. Therefore, the project would not substantially interfere

<sup>12</sup> Los Angeles Safety Element, Exhibit H, Critical Facilities and Lifeline Systems in the City of Los Angeles: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>

with emergency response or evacuation plans. The proposed project would not cause permanent alterations to vehicular circulation routes or impede public access or travel upon public rights-of-way. Therefore, the proposed project would not be expected to interfere with any adopted emergency response plan or emergency evacuation plan, and no significant impacts would occur.

***Mitigation Measures:*** No mitigation measures are required.

**h. No impact.** A significant impact may occur if a project is located in proximity to wildland areas and would pose a potential fire hazard, which could affect persons or structures in the area in the event of a fire. The project site is not located in a Very High Fire Hazard Severity Zone<sup>13</sup>, nor does the project site contain any wildland fire hazard terrain. Therefore, no impacts will occur.

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<sup>13</sup> City of Los Angeles General Plan Safety Element, Exhibit D, Selected Wildfire Hazard Areas in the City of Los Angeles: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>

	<b>Potentially Significant</b>				
	<b>Potentially Significant Impact</b>	<b>Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>	
<b>IX. HYDROLOGY AND WATER QUALITY.</b>					
Would the proposal result in:					
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned land uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f.	Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	Place housing within a 100-year flood plain as mapped on federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	Place within a 100-year flood plain structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j.	Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

**a. Less Than Significant Impact.** A significant impact may occur if a project discharges water that does not meet the quality standards of agencies that regulate surface water quality and water discharge into stormwater drainage systems. Impervious surfaces exist within the site, including rooftops, parking areas, and other hardscape associated with the various structures and land uses that currently occupy the site. The project site is bounded on the south by Camarillo Street, which conveys runoff from the project

site to storm drain facilities maintained by the City of Los Angeles via existing inlets located along the roadway.

During construction, the project would demolish buildings and excavate or grade portions of the site. The areas of disturbance may temporarily be susceptible to erosion and sedimentation impacts during construction activities. The project is not steeply sloped and thus not expected to be subject to substantial erosion; however, implementation of Best Management Practices (BMPs) would be required, such as sandbag use, to minimize sediment transport to offsite drainage facilities.

Construction of the proposed below-grade parking facility would require excavation within the site. Groundwater depth data from the City's Department of Public Works Bureau of Engineering<sup>14</sup> indicate that the highest groundwater levels encountered in the site vicinity to be 10 to 20 feet below ground surface. Well monitoring data provided by the County of Los Angeles<sup>15</sup> indicate that the depth to groundwater in the vicinity has been measured at a depth of over 121 feet below ground at a location approximately 2,300 feet southeast of the site as of 2008. Historical well monitoring data from that location show that groundwater depths have not been less than 100 feet below ground surface since 1958. Therefore, project excavations would not be expected to encounter groundwater. In the unlikely event that excavations encounter quantities of groundwater that require pumping to dewater the site for construction, the Regional Water Quality Control Board must be notified to obtain a Waste Discharge Requirements (WDR) or National Pollutant Discharge Elimination System (NPDES) permit.

As the project would be required to implement BMPs to minimize erosion and sedimentation impacts, and to obtain appropriate permits if conditions require dewatering, construction impacts regarding water quality and waste discharge requirements would be less than significant.

During operations, the project would be subject to applicable requirements of the City's Standard Urban Stormwater Mitigation Plan (SUSMP) and Low Impact Development (LID) Ordinance. Compliance with LID requires that the project be designed to manage and capture stormwater runoff, to the maximum extent feasible, in priority order: infiltration, evapotranspiration, capture and use, treated through high removal efficiency biofiltration / biotreatment system of all of the runoff on site. As indicated in the project's Geotechnical Report, infiltration of stormwater runoff is not recommended for this site. As the project site is currently developed with impermeable surfaces over the majority of the site, the proposed development would not be expected to significantly increase impermeable surface coverage.

The City reviews all plans for new development and redevelopment projects to ensure that the appropriate construction and operational BMPs are incorporated to address stormwater pollution prevention goals.<sup>16</sup> Compliance with standard regulatory requirements including SUSMP and LID compliance will assure that impacts would remain less than significant. Compliance with **Regulatory Compliance Measures RCM-HWQ-1** through **RCM-HWQ-5** below, would reduce potential impacts to a less than significant level.

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<sup>14</sup> City of Los Angeles, Department of Public Works Bureau of Engineering, NavigateLA website, accessed at [navigatela.lacity.org](http://navigatela.lacity.org) on November 28, 2016.

<sup>15</sup> Los Angeles County, Department of Public Works, website, Well Measurement Data, <http://dpw.lacounty.gov/wrd/wellinfo/> accessed November 28, 2016.

<sup>16</sup> City of Los Angeles website, <http://www.lastormwater.org/green-la/low-impact-development/stormwater-plan-check-appointments/> and <http://www.lastormwater.org/green-la/low-impact-development/faqs/which-developments-are-required-to-follow-the-lid-ordinance/>

### **Regulatory Compliance Measure RCM-HWQ-1 Stormwater Pollution (Demolition, Grading, and Construction Activities)**

- Leaks, drips, and spills shall be cleaned up immediately to prevent contaminated soil on paved surfaces that can be washed away into the storm drains.
- All vehicle/equipment maintenance, repair, and washing shall be conducted away from storm drains. All major repairs shall be conducted off-site. Drip pans or drop cloths shall be used to catch drips and spills.
- Pavement shall not be hosed down at material spills. Dry cleanup methods shall be used whenever possible. Dumpsters shall be covered and maintained. Uncovered dumpsters shall be placed under a roof or be covered with tarps or plastic sheeting.

### **Regulatory Compliance Measure RCM-HWQ-2 Standard Urban Stormwater Mitigation Plan (Multi-Family Dwellings)**

- The project will be required to comply with Ordinance No. 172,176 and Ordinance No. 173,494 that specify Stormwater and Urban Runoff Pollution Control requirements including the application of Best Management Practices (BMPs) as applicable. The project will also be required to comply with Chapter IX, Division 70 of the Los Angeles Municipal Code that addresses grading, excavations, and fills, as applicable. The applicant must meet the requirements of the Standard Urban Stormwater Mitigation Plan (SUSMP) approved by Los Angeles Regional Water Quality Control Board.
- Post development peak stormwater runoff discharge rates shall not exceed the estimated pre-development rate for developments where the increase peak stormwater discharge rate will result in increased potential for downstream erosion.
- Maximize trees and other vegetation at each site by planting additional vegetation, clustering tree areas, and promoting the use of native and/or drought tolerant plants.
- Promote natural vegetation by using parking lot islands and other landscaped areas.
- Any connection to the sanitary sewer must have authorization from the Bureau of Sanitation.
- All storm drain inlets and catch basins within the project area must be stenciled with prohibitive language (such as NO DUMPING –DRAINS TO OCEAN) and/or graphical icons to discourage illegal dumping.
- Legibility of stencils and signs must be maintained.
- Materials with the potential to contaminate stormwater must be: (1) placed in an enclosure such as, but not limited to, a cabinet, shed, or similar structure that prevents contact with runoff spillage to the storm water conveyance system; or (2) protected by secondary containment structures such as berms, dikes, or curbs.
- The storage area must be paved and sufficiently impervious to contain leaks and spills.
- The storage area must have a roof or awning to minimize collection of storm water within the secondary containment area.
- The owner(s) of the property will prepare and execute a covenant and agreement (Planning Department General form CP-6770) satisfactory to the Planning Department binding the owners to post construction maintenance on the structural BMPs in accordance with the Standard Urban Storm Water Mitigation Plan and or per manufacturer's instructions.

### **Regulatory Compliance Measure RCM-HWQ-3 Dewatering.**

If required, any dewatering activities during construction shall comply with the requirements of the Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles and Ventura Counties (Order No. R4-2008-0032, National Pollutant Discharge Elimination System No. CAG994004) or

subsequent permit. This will include submission of a Notice of Intent for coverage under the permit to the Los Angeles Regional Water Quality Control Board at least 45 days prior to the start of dewatering and compliance with all applicable provisions in the permit, including water sampling, analysis, and reporting of dewatering-related discharges.

**Regulatory Compliance Measure RCM-HWQ-4 Low Impact Development Plan.**

Prior to issuance of grading permits, the Applicant shall submit a Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan to the City of Los Angeles Bureau of Sanitation Watershed Protection Division for review and approval. The Low Impact Development Plan and/or Standard Urban Stormwater Mitigation Plan shall be prepared consistent with the requirements of the Development Best Management Practices Handbook.

**Regulatory Compliance Measure RCM-HWQ-5 Development Best Management Practices.**

Best Management Practices shall be designed to retain or treat the runoff from a storm event producing 0.75 inch of rainfall in a 24-hour period, in accordance with the Development Best Management Practices Handbook Part B Planning Activities. A signed certificate from a licensed civil engineer or licensed architect confirming that the proposed Best Management Practices meet this numerical threshold standard shall be provided.

**Mitigation Measures:** No mitigation measures are required.

**b. Less Than Significant Impact.** A project would usually have a significant impact on groundwater level if it would change potable water levels sufficiently to: (a) reduce the ability of a water utility to use the groundwater basin for public water supplies, conjunctive use purposes, storage of imported water, summer/winter peaking, or respond to emergencies and drought; (b) reduce yields of adjacent wells or well fields (public or private); (c) adversely change the rate or direction of flow of groundwater; or (d) result in demonstrable and sustained reduction in groundwater recharge capacity.

During construction, excavations are not expected to encounter groundwater as stated above regarding impact IX a. In the unlikely event that groundwater were to be encountered during excavations, any potential dewatering during construction would be temporary and therefore would not have the potential to substantially alter groundwater levels. As such, construction impacts to groundwater levels would be less than significant.

During operations, the project would be served by the Los Angeles Department of Water and Power (LADWP) for potable water supply needs. There are currently no water wells within the site, and none are proposed. The project would have no impact regarding the ability of LADWP to use the groundwater basin. The project site is currently developed with structures, parking areas, and other impervious surfaces that generate runoff to the City's storm drain system. The proposed project would be subject to applicable SUSMP and LID requirements to manage the incremental increase in runoff onsite by retention, infiltration or reuse, and therefore would not result in increased runoff or substantially reduce groundwater recharge rates. As the project would not substantially deplete groundwater supplies or interfere with groundwater recharge, groundwater quantity impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c-d. Less Than Significant Impact.** A project would normally have a significant impact on surface water hydrology if it would result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current direction of water flow, or flooding on or off site. The project site is located in an urbanized area of Los Angeles, and no streams or river courses are located on or within the project vicinity. The proposed project is a redevelopment of a site that is currently fully

developed. The project would not substantially alter the existing drainage pattern of the site, and would be required to manage any incremental increase in runoff onsite by infiltration, retention for onsite use, or other methods such that no net change in runoff volume would occur. Runoff that leaves the site would be conveyed by street gutters and into the City storm drain system, as under current conditions. As such, runoff leaving the site would be consistent with existing conditions regarding both surface water quantity and drainage patterns. The project would not result in changes in erosion or siltation levels on or off site, nor would it result in an increased potential for flooding on or offsite. This impact would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**e-f. Less Than Significant Impact.** As discussed above in the analysis of IX.b and IX.c-d, the proposed project would not result in a significant increase in site runoff as it would not alter drainage patterns or substantially increase the percentage of impervious surfaces on the site. As under existing conditions, stormwater runoff that leaves the site would continue to be conveyed by street gutters to the City's storm drain system. As such, the project would not substantially increase runoff volumes that could affect the existing capacity of the stormwater drainage system, or provide substantial additional sources of polluted runoff to the existing drainage system, or otherwise substantially degrade water quality. This impact would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**g-h. No Impact.** A significant impact would potentially occur if the project proposed housing or structures to be placed within a 100-year flood plain. The project site is located in an urbanized area within the City of Los Angeles mapped within the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 06037C1340F,<sup>17</sup> which designates the project site and surrounding vicinity as Zone X. This designation indicates that the site is located outside of the 100-year flood plain and also the 500-year flood plain. As such, regarding 100-year flood plain issues, the project would have no impact.

The project site would not be subject to tsunami or seiche due to its distance from the ocean and from large water storage structures or reservoirs, and the relatively flat topography of the project area would not subject the project site to potential mudflow impacts. Thus, implementation of the proposed project would not result in tsunami, seiche or mudflow impacts. No impact would occur.

**Mitigation Measures:** No mitigation measures are required.

**i. Less Than Significant Impact.** A significant impact would potentially occur if the proposed project would expose people or structures to a significant risk of loss, injury, or death due to flooding as a result of failure of a levee or dam. The project site is located within an urbanized area of the City of Los Angeles in the San Fernando Valley and is not in the vicinity of a protective levee. The City's General Plan Safety Element indicates that the majority of the eastern San Fernando Valley, including the project site is located within a Dam Inundation Hazard Area. Construction, inspection, and maintenance of dams are subject to state codes, which would reduce potential flooding risks to the project site to less than significant. The project would have a less than significant impact regarding dam or levee failure.

**Mitigation Measures:** No mitigation measures are required.

<sup>17</sup> Los Angeles County Department of Public Works, Flood Zone Determination Website, <http://dpw.lacounty.gov/wmd/floodzone/> (accessed on November 28, 2016).

**j. No Impact.** A significant impact would potentially occur if the proposed project would expose people or structures to a significant risk of loss, injury, or death due to inundation by seiche, tsunami, or mudflow. The project site is located in an urbanized area of the City of Los Angeles within a relatively flat portion of the San Fernando Valley. The site is not designated as subject to tsunami hazards, or within landslide or hillside areas that may be subject to mudflow by the City's General Plan Safety Element. Additionally, the site is not located in the vicinity of any large bodies of water that could produce seiche conditions that could affect the project site. As such, regarding the risks of inundation from these conditions, the project would have no impact.

**Mitigation Measures:** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>X. LAND USE AND PLANNING.</b> Would the project:				
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with applicable land use plan, policy or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

**a. No Impact.** A significant impact may occur if the proposed project would be sufficiently large or otherwise configured in such a way as to create a physical barrier within an established community. According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the following factors: (a) the extent of the area that would be impacted, the nature and degree of impacts, and the types of land uses within that area; (b) the extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions; and (c) the number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the proposed project.

The project site is located in an urbanized region of the North Hollywood – Valley Village Community Plan Area. The project site is located adjacent to existing multi-family residential buildings. The project would therefore not physically divide an established community. No impact would occur.

**b. Less Than Significant Impact.** A significant impact may occur if a project is inconsistent with the applicable land use plan, policy or regulation, including the zoning designations that currently apply to the project site. The project site is located within the jurisdiction of the City of Los Angeles and is subject to the land use designations and zoning regulations of local land use plans and the City zoning ordinance. The project would be consistent with the L.A. City General Plan and the L.A. City Zoning Ordinance (set forth in the Los Angeles Municipal Code, LAMC) with approval of the requested density bonus.

Regionally, the project site is located within the planning area of the Southern California Association of Governments (SCAG), the federally-designated metropolitan planning organization. SCAG is responsible for reviewing regionally significant local plans, projects, and programs for consistency with SCAG's adopted regional plans. As the proposed project is, 1) consistent with local plans, which are encompassed in SCAG's planning documents, and 2) impacts identified within this ND demonstrate that impacts are less than significant with mitigation incorporated and therefore no significant regional impacts would occur. No further analysis of SCAG consistency is required.

The project is also located within the planning area of the Southern California Air Quality Management District (SCAQMD) Air Quality Management Plan (AQMP). As evaluated in III, Air Quality, the proposed project is consistent with the AQMP, and no further analysis is required.

### **City of Los Angeles General Plan and North Hollywood – Valley Village Community Plan**

The General Plan is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City. The General Plan's Land Use Element consists of the City's 35 Community Plans. Planning for the project area is governed by the Project consistency with the North Hollywood - Valley Village Community Plan, a component of the General Plan Land Use Element.

The Community Plan states that it sets forth goals, objectives, policies, and implementation programs that pertain to North Hollywood-Valley Village; whereas broader issues, goals, objectives, and policies are provided by the Citywide Framework, and the other mandatory and permissive Elements of the Los Angeles General Plan.

The Community Plan does not provide policies specific to mixed-use development. The Community Plan's policy regarding residential uses states that the low-density residential character of North Hollywood-Valley Village should be preserved and that single-family residential neighborhoods be protected from encroachment by other types of uses. The project would be consistent with this policy as the site is not zoned for low-density residential use. The site is currently zoned for commercial use (C4-1) and has a land use designation of Community Commercial, and all existing development surrounding the project site is either multi-family residential or commercial uses.

The Community Plan's commercial policy proposes that the quantity of strip commercial zoning along certain streets outside the North Hollywood Business District and Valley Laurel Plaza be reduced by redesigning underutilized and unneeded commercial zones for residential use. The project proposes to replace existing vacant commercial uses with residential uses in a mixed-use development located outside of the specified business district and commercial plaza areas, which would be consistent with this policy.

The General Plan Framework Element provides broader land use policies that pertain to mixed-use development in Chapter 3, under the heading for Mixed-Use Boulevards.<sup>18</sup> The project site and surrounding uses are consistent with those described in the Framework Element regarding Mixed-Use Boulevards, and as such, this analysis evaluates project consistency with those policies. Project consistency with the applicable provisions of the General Plan Framework regarding mixed-use development is presented in **Table X-1, Project Consistency with Applicable Land Use Policies**. In addition to being consistent with the residential and commercial policies of the North Hollywood – Valley Village Community Plan as discussed above, the project would also be consistent with the applicable the land use policies of the General Plan Framework Element regarding mixed-use development.

<sup>18</sup> Los Angeles City Planning Department, The Citywide General Plan Framework An Element of the City of Los Angeles General Plan, Chapter 3, accessed at <http://planning.lacity.org/cwd/framwk/chapters/03/03208.htm> on December 27, 2016.

**Table X-1**  
**Project Consistency with Applicable Land Use Policies**

General Plan Framework Land Use Policy	Consistency Analysis
<b>Chapter III: Mixed Use Boulevards</b>	
3.13.1 Encourage the development of commercial uses and structures that integrate housing units with commercial uses in areas designated as "Boulevard-Mixed Use" in accordance with (Corresponding Zones CR, C1, C1.5, C2, C4, [Q]C2). The range and density/intensity of uses permitted in any area shall be identified in the community plans.	<b>Consistent:</b> The proposed development would integrate housing units with commercial uses within a site currently zoned for Commercial use (C4-1) and has a land use designation of Community Commercial.
3.13.3 Encourage the inclusion of public service uses (e.g., day and elder care, community meeting rooms, and recreational facilities), school classrooms, cultural facilities (museums and libraries), and similar uses in mixed-use structures.	<b>Consistent:</b> The project would provide a community meeting room for use by future residents.
3.13.4 Provide adequate transitions where commercial and residential uses are located adjacent to one another.	<b>Consistent:</b> Commercial and residential uses would be provided adjacent to each other within the project. The mixed-use project would be located amid existing commercial and multi-family residential uses, and would be of similar size, height, and massing as adjacent multi-family structures.
3.13.6 Design multi-family residential units to minimize the impacts of traffic and noise and incorporate recreational and open space amenities to support the needs of the residents.	<b>Consistent:</b> The proposed project would not result in significant traffic and noise impacts as discussed in this document, and would provide open space courtyards in common areas, as well as private courtyard areas for some residential units.

### ***Los Angeles Municipal Code***

The project site is currently zoned for Commercial use (C4-1) and has a land use designation of Community Commercial. The proposed project would be consistent with the existing land use designations, and zoning with requested adjustments pursuant to LAMC Affordable Housing Incentives as discussed in Project Description. Therefore, the project would not conflict with applicable land use plans, policy or regulations of agencies with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect and the project would result in a less than significant impact.

**c. No Impact.** The proposed project site is located within a developed urban setting and is not located within an existing habitat conservation plan or natural community conservation plan. Therefore, the project would have no impact.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Potentially Significant Less than Significant Impact</b>	<b>No Impact</b>
<b>XI. MINERAL RESOURCES.</b> Would the project:				
a. Would the project result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a-b. No Impact.** A significant impact may occur if the project site is located in an area used or available for extraction of a regionally important mineral resource, or if the project development would convert an existing or future regionally important mineral extraction use to another use, or if the project development would affect access to a site used or potentially available for regionally important mineral resource extraction. According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis, considering (1) whether, or the degree to which, the project might result in the permanent loss of, or loss of access to, a mineral resource that is located in a State Mining and Geology Board Mineral Resource Zone 2 (MRZ-2) Area, or other known or potential mineral resource area, and (2) whether the mineral resource is of regional or Statewide significance, or is noted in the Conservation Element as being of local importance.

The project proposes an infill development within an urban setting on approximately 0.67 acres, currently occupied by professional office uses. The project site is not designated as a locally important mineral resource recovery site as delineated on a local general plan, specific plan, or other land use plan. No mineral resources are known to exist within the project site. No impacts associated with the loss of availability of a known mineral resource would occur.

**Mitigation Measures:** No mitigation measures are required.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XII. NOISE.</b> Would the project result in:				
a. Exposure of persons to or generation of noise in level in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Exposure of people to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### **Impact Analysis**

The following discussion assesses the noise impacts of the project and provides a brief description of the key terms and concepts used in the analysis of noise impacts.

Noise is unwanted sound. Sound is mechanical energy that is transmitted by pressure waves through a compressible medium such as air. The sound pressure level, expressed in decibels (dB), has become the most common descriptor used to characterize the loudness of an ambient sound level. A dB is a ratio of the unit of sound pressure to an assumed zero sound level. Sound or noise can vary in intensity by over one million times within the range of human hearing so a logarithmic loudness scale similar to the Richter Scale is used to keep sound intensity numbers manageable. The human ear is not equally sensitive to all sound frequencies within the entire spectrum so noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called A-weighting written as dB(A). Subsequent references to decibels written as dB should be understood as A weighted dB(A).

Time variations in noise exposure are typically expressed in Leq, a steady-state energy level equal to the energy content of the time varying period. Leq provides a statistical description of the sound level that is exceeded over some fraction of a given observation period. Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, state law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL), a weighted average of noise levels over time.

**a. Less Than Significant Impact.**

**Noise Compatibility Standards**

A significant noise impact may occur if the proposed project would generate excess noise that would cause the ambient noise environment at the site to exceed noise level standards set forth in the City of Los Angeles General Plan Noise Element and the City of Los Angeles Noise Ordinance. Based on the Noise Element of the City of Los Angeles General Plan, a 55 dB CNEL exposure is considered the most desirable target for the exterior of noise sensitive land uses such as homes, hotels and schools. It is also recognized that such a level may not always be possible in areas of substantial traffic noise intrusion. Exposures up to 65 dB CNEL for such uses are considered conditionally acceptable if all measures to reduce such exposure have been taken. Noise levels above 70 dB CNEL are considered normally unacceptable except in unusual circumstances.

The City's noise standards for non-transportation sources are articulated in Noise Ordinances that regulate noise from one land use crossing the property line of an adjacent property line. Noise ordinances contained in Chapter IX, Noise Regulation, of the Los Angeles Municipal Code restrict the level of noise that one type of land use or activity may broadcast across an adjacent land use. Noise ordinance standards are stated with respect to ambient levels found without the contribution of an identified noise source. If ambient levels are low, Section 111.03, Minimum Ambient Noise Level, of the Los Angeles Municipal Code establishes presumed ambient noise levels as a function of zoning and times of day to be used as an evaluation baseline. The project site is zoned C4, which the Municipal Code indicates would have a presumed ambient noise level of 60 dBA in daytime hours and 55 dBA in evening hours.

During the daytime, some deviation from these standards is allowed for short-term (less than 15 minute) noise generation. The Noise Ordinance numerical standards apply to "stationary" sources of noise generation (mechanical equipment such as air conditioning, refrigeration, heating, or pumping). If such activities are not specifically prohibited by ordinance, the noise constraint for general stationary sources is that they may not increase the ambient level by more than 5 dB above<sup>19</sup> ambient (measured or presumed minimum) levels associated with the zoning.

The limits of perceptibility by humans in a laboratory environment is around 1.5 dB. Under ambient conditions, people generally do not perceive that a noise level has clearly changed until there is a 3 dB difference. Because of this, an increase of 3 dB is commonly used to define "substantial increase" for the purpose of determining noise impacts for projects when the existing noise environment already exceeds the City's standards for noise-sensitive land uses. Therefore, an increase of +3 dBA CNEL in traffic noise would be considered a significant impact if the total noise level also exceeds the City's exterior noise threshold of 65 dB CNEL for areas with noise-sensitive land uses.

**Construction Noise Impacts**

Construction noise is typically governed by ordinance limitations on allowable times of equipment operations. Chapter XI of the City of Los Angeles Municipal Code limits construction activities to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.

In addition, LAMC Section 112.05 prohibits the use of any powered equipment or powered hand tool for construction that produces a maximum noise level exceeding 75 dB(A) at a distance of 50 feet. However,

<sup>19</sup> City of Los Angeles Municipal Code Section 111.02.

this noise limitation does not apply where compliance is technically infeasible despite the use of mufflers, shields, sound barriers or any other noise reduction device or techniques.

The L.A. CEQA Thresholds Guide states that a project would normally have a significant impact on noise levels from construction if:

- Construction activities lasting more than one day could exceed existing ambient exterior noise levels by 10 dBA or more at a noise sensitive use.
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA or more at a noise sensitive use.
- Construction activities could exceed the ambient noise level by 5 dBA at a noise sensitive land use between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at anytime on Sunday if construction occurred during those hours.

The project would be required to comply with the City's restrictions on allowable times for construction activities, so the remainder of this construction noise evaluation will address the significance thresholds associated with exceeding existing ambient noise levels. Based on the proposed construction and earth movement activities, construction noise from a large bulldozer is maximally anticipated to be 88 dBA exterior (63 dBA interior) at the nearest noise-sensitive land uses, which are multi-family residences adjacent to the project site, when equipment operates near the project boundary. Therefore, the project's construction activities could exceed the presumed existing noise levels of approximately at adjacent residences by a margin that may occasionally exceed significance thresholds.

The City of Los Angeles imposes a number of standard conditions on construction activities when new construction will occur in close proximity to noise-sensitive land uses. As provided for in the City Municipal Code, unless technically infeasible, the project will comply with the applicable regulations pertaining to noise including the limitations specified in Ordinances 144,331 and 161,174. To ensure implementation of feasible noise reduction techniques for compliance with the regulatory requirements of the City of Los Angeles Municipal Code, Regulatory Compliance Measures **RCM-NOI-1** and **RCM-NOI-2** are noted below.

**Regulatory Compliance Measure RCM-NOI-1 Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.

**Regulatory Compliance Measure RCM-NOI-2 Construction Noise Barrier**

To reduce construction noise impacts on noise-sensitive land uses, the Permittee shall install a temporary solid 8-foot high wall constructed of 2 x 4 inch supports and ¾-inch thick plywood along the northern, southern, and eastern construction activity perimeters before the onset of demolition.

Compliance with regulatory requirement of the municipal code would result in temporary construction impacts that would be a less than significant level.

### ***Operational Impacts***

Long-term noise impacts from residential uses center primarily on vehicular noise generation on project area roadways. The City of Los Angeles L.A. CEQA Thresholds Guide provides screening criteria for significance of operational noise impacts that consist of the following:

- Would the proposed project introduce a stationary noise source<sup>20</sup> likely to be audible beyond the property line of the project site?
- Would the project include 75 or more dwelling units, 100,000 square feet (sf) or greater of nonresidential development or have the potential to generate 1,000 or more average daily vehicle trips?

The project would introduce stationary noise sources such as roof-mounted air conditioning units that would be required to comply with the City's noise ordinance standards. The project would not exceed 75 dwelling units, or 100,000 square feet of nonresidential development. Based on the project's traffic report, the project would generate a total of 350 net new daily trips, which would be well below the City's significance screening criteria of 1,000 average daily vehicle trips. As such, the project's operational noise impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**b. Less Than Significant Impact.** A significant noise impact may occur if the proposed project would expose people to or generate excessive groundborne vibration or groundborne noise levels. Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or is engaged in soil movement. The effects of ground-borne vibration may include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Ground vibration is quickly damped out within the softer sedimentary surfaces of much of Southern California. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

A vibration descriptor commonly used to determine structural damage is the peak particle velocity (ppv) which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured in in/sec. The range of human responses to various vibration levels is as follows:

#### **Human Response to Transient Vibration**

<b>Vibration Level ppv (inches/second)</b>	<b>Average Human Response</b>
2.00	Severe
0.90	Strongly perceptible
0.24	Distinctly perceptible
0.03	Barely perceptible
Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.	

<sup>20</sup> Stationary noise sources may include, but are not limited to, machinery, engines, energy production, and other mechanical or powered equipment and activities such as loading and unloading or public assembly that may occur at commercial, industrial, manufacturing, or institutional facilities. Stationary noise sources do not include vehicles entering or exiting the property.

According to Caltrans, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources, and 0.2 in/sec for fragile structures. Below this level there is virtually no risk of building damage. The on-site construction equipment used in construction of the project that would create the maximum potential vibration is a large bulldozer. The stated vibration source level for such equipment is 0.191 ppv at 15 feet from the source according to the Caltrans Transportation and Construction Vibration Guidance Manual (2013). The closest sensitive land use adjacent to the project boundary is a residential structure approximately 25 feet from the property line. An existing bank building is located adjacent to the project boundary as well, although commercial uses are typically not considered sensitive to noise and vibration impacts. Even at 15 feet, the predicted vibration levels generated by construction equipment would be below levels that could create structural damage in fragile buildings (i.e., 0.2 in/sec) and would also be below a “distinctly perceptible” level. Effects of vibration such as rattling windows could occur at the nearest structures when larger bulldozers or similar large equipment would operate along the northern or western site boundary.

When activities are occurring at a distance of 50 feet or greater from nearby structures, vibration levels from a large bulldozer would be approximately 0.031 ppv, or about the level where vibration effects are barely perceptible. As the project’s vibration impacts would not result in structural damage, and due to the temporary and intermittent occurrence of vibration levels that would not exceed a “distinctly perceptible” level, vibration impacts would be considered less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c. Less Than Significant Impact.** A significant noise impact may occur if the proposed project would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. As discussed above in Section XIIa, the project would not exceed the City’s significance screening criteria for operational noise generation. Noise from roof-mounted air conditioning system components would be attenuated by spreading losses during propagation to the nearest homes and the partial shielding by the roof parapet. The building equipment would be required to comply with existing municipal code requirements limiting the off-site noise increase from mechanical equipment to no more than 5 dB. Therefore, these sources are not expected to result in a substantial increase in ambient noise levels in the project vicinity. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**d. Less Than Significant Impact.** A significant noise impact may occur if the proposed project would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. As discussed above in Section XIIa, due to construction activity, the project would result in periodic increases in ambient noise levels in the project vicinity above levels existing without the project. As provided for in the City Municipal Code, unless technically infeasible, the project will comply with the applicable regulations pertaining to noise including the limitations specified in Ordinances 144,331 and 161,174. Regulatory compliance measures RCM-NOI-1 and RCM-NOI-2, listed above in Section XIIa would limit the hours of heavy equipment use and the simultaneous use of heavy equipment, require the use of muffling and shielding devices on equipment, and require installation of a temporary sound wall for the purpose of reducing construction noise impacts on noise-sensitive land uses. Required compliance with existing regulatory requirements to reduce temporary construction noise levels would result in impacts that would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**e and f. No impact.** A significant noise impact may occur if projects located within an airport land use plan or within two miles of a public airport, or within the vicinity of a private airstrip, would

expose people residing or working in the project area to excessive noise levels. The project is neither located within an airport land use plan nor within two miles of a public use airport that would expose people residing or working in the project area to excessive noise levels. The airport closest to the project site is the Burbank Pasadena Glendale airport located approximately 2.7 miles to the northeast. Therefore, the project would have no impact with regard to this issue.

***Mitigation Measures:*** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>XIII. POPULATION AND HOUSING.</b> Would the project:				
a. Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

**a. Less Than Significant Impact.** A significant impact may occur if a project would locate new development such as homes, businesses, or infrastructure, with the effect of substantially inducing growth in the proposed area that would otherwise not have occurred as rapidly or in as great a magnitude. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on population and housing growth is to be made considering (1) the degree to which a project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and would result in an adverse physical change in the environment; (2) whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and (3) the extent to which growth would occur without implementation of the project.

The proposed project would not require a change in the General Plan Land Use designation, or the City’s zoning for the site. Based on the North Hollywood – Valley Village Plan Area’s current household demographics (e.g., an average of approximately 2.5 persons per household), the construction of the proposed project’s 60 residential dwelling units would provide housing for approximately 150 residents.<sup>21</sup> According to the Los Angeles City Planning Department’s 2015 Statistics Report, the estimated population within the North Hollywood – Valley Village Plan Area was 142,637 as of October 2015, and the number of housing units was estimated to be 57,347.<sup>22</sup> As such, the estimated 150 residents that the project would provide housing for would represent approximately 0.1 percent of the estimated population of the Community Plan Area. For the entire City of Los Angeles, SCAG forecasts that from 2012 to 2040 housing and population will increase by 364,800 and 763,900, respectively<sup>23</sup> as shown in **Table XIII-1, City of Los Angeles Population and Housing Growth Forecast**. The proposed project would represent a fraction of one percent (approximately 0.02 percent) of the projected citywide housing and population increases for the period from 2012 to 2040. As such, the project would fall within population projections

<sup>21</sup> <http://planning.lacity.org/complan/pdf/nhlcptxt.pdf>, Accessed December 12, 2016.

<sup>22</sup> <http://planning.lacity.org/documents/demographics/oct2015.pdf>, Accessed December 8, 2016.

<sup>23</sup> Southern California Association of Governments, 2016-2040 RTP/SCS, Appendix Current Context Demographics and Growth Forecast, Adopted April 2016.

and would not cause growth that exceeds projected/planned levels for the year of occupancy/buildout resulting in an adverse physical change in the environment.

The project would result in a net decrease in the commercial square footage on the site, and therefore would not introduce substantial growth in employment generators. Further, the project would not involve the extension of roads or other infrastructure that would indirectly induce substantial population growth in the region. Therefore, the potential impacts associated with population growth would be less than significant.

**Table XIII-1**  
**City of Los Angeles Population and Housing Growth Forecast**

<i>Projection Year</i>	<i>Population</i>	<i>Households</i>
2012	3,845,500	1,325,500
2040	4,609,400	1,690,300
Net Growth	763,900	364,800
Source: SCAG 2016-2040 RTP/SCS		

***Mitigation Measures:*** No mitigation measures are required.

**b-c. No Impact.** A significant impact may occur if a project would result in the displacement of existing housing units or people, necessitating the construction of replacement housing elsewhere. The project proposes to replace a professional office building space with a mixed-use structure providing 60 apartment units and 2,826 square feet of commercial space. As such, the project would not displace persons or residential units, and would result in a net increase of 60 residential units on the property, which would not necessitate the construction of replacement housing elsewhere. Therefore, the project would have no impact regarding displacement of housing or people and would have no impact.

***Mitigation Measures:*** No mitigation measures are required.

	<b>Potentially Significant</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XIV. PUBLIC SERVICES.** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

**a. Less Than Significant Impact.** Based on the L.A. CEQA Thresholds Guide, a project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service. The City of Los Angeles Fire Department (LAFD) considers fire protection services for a project to be adequate if a project is within the maximum response distance for the land use proposed. Pursuant to LAMC Section 57.507.3.3, the maximum response distance between high density residential and commercial neighborhoods and a LAFD fire station that houses an engine company is 1.5 miles and 2.0 miles for a LAFD fire station that houses a truck company.<sup>24</sup>

The project site is an in-fill development of a mixed-use structure providing 60 apartment units and 2,826 square feet of commercial space. Existing land uses surrounding the site include commercial buildings and multi-story, multi-family residential structures. The project site is currently served by existing LAFD fire stations in the vicinity, which would serve the proposed project. The nearest fire station is LAFD Fire Station No. 60, located at 5320 Tujunga Avenue, 0.8 driving miles north from the project site. Station 60 is also the nearest fire station housing a truck company. Other LAFD fire stations in the project vicinity and approximate distances include Stations 86 (1.0 mile), 78 (2.5 miles), and 102 (3.2 miles). As such, the project location is within the maximum response distance from a fire station per LAMC Section 57.507.3.3.

The project would be required to submit plans to LAFD for review and approval of all fire prevention and safety features, as described below in **Regulatory Compliance Measure RCM-PS-1**. These requirements include provision of adequate street widths and access to the building, fire flow pressure and fire hydrant placement per city code, onsite fire suppression equipment such as sprinklers, and fire extinguishers, and emergency escape egress routes.

<sup>24</sup> Los Angeles Municipal Code, Article 7 Fire Code, Section 57.507.3.3. LAND USE, Table 57.507.3.3.

Based on the close proximity of multiple LAFD stations (including a truck company), and required compliance with City code and LAFD site plan review requirements, the project would not require new construction or expansion of existing fire stations, and potential impacts would be less than significant.

#### **Regulatory Compliance Measure RCM-PS-1: (Fire)**

- The following recommendations of the Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the Fire Department either prior to the recordation of a final map or the approval of a building permit. The plot plan shall include the following minimum design features: fire lanes, where required, shall be a minimum of 20 feet in width; all structures must be within 300 feet of an approved fire hydrant, and entrances to any dwelling unit or guest room shall not be more than 150 feet in distance in horizontal travel from the edge of the roadway of an improved street or approved fire lane.

***Mitigation Measures:*** No mitigation measures are required

**b. Less Than Significant Impact.** Based on the L.A. CEQA Thresholds Guide, a project would normally have a significant impact if it requires new or expanded police station facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on police protection shall be made considering the following factors: (1) the population increase resulting from the project, based on the net increase of residential units or square footage of nonresidential floor area; (2) the demand for police services anticipated at the time of project buildout compared to the expected level of service available, considering, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand; and (3) whether the project includes security and/or design features that would reduce the demand for police services.

The project site is located in the North Hollywood division of the Los Angeles Police Department's (LAPD) Valley Bureau. The North Hollywood Community Police Station, located approximately 1.2 miles northwest of the project site, serves the neighborhoods of North Hollywood and Valley Village, as well as parts of Cahuenga Pass, Studio City, Sun Valley, Toluca Lake, Toluca Woods, Universal City, Valley Glen and West Toluca. Within the North Hollywood Area, the project is located within Reporting District (RD) 1555. RD 1555 is defined by the following boundaries: Cantara Street and the Golden State Freeway to the north, Los Angeles city boundary and the Hollywood Freeway to the east, Mullholland Drive to the south, and Coldwater Canyon Avenue and Tujunga Wash to the west.<sup>25</sup>

Emergency calls for police assistance are prioritized based on the nature of the call. Unlike fire protection services, police units are most often in a mobile state; hence, the distance between a headquarters facility and the location of a particular emergency does generally not determine response times. Instead, the number of police officers on the street is more directly related to the realized response time. The LAPD has a preferred maximum response time of seven minutes to emergency calls.

#### ***Construction***

During construction, the project site could potentially attract trespassers and/or vandals that could result in unsafe conditions for the public. Due to the temporary nature of project construction, such potential

<sup>25</sup> LAPD, North Hollywood Area Reporting District Map, [http://assets.lapdonline.org/assets/pdf/NoHollywood\\_RD\\_09.pdf](http://assets.lapdonline.org/assets/pdf/NoHollywood_RD_09.pdf) (accessed December 15, 2016).

impacts would not require the construction or expansion of police facilities to serve the site or maintain service response times. The project would be required to limit access to the site during construction to address potential trespass on the site as described in **Regulatory Compliance Measure RCM-PS-2**. Construction impacts associated with police services would be less than significant.

### ***Operation***

The project would replace existing commercial office buildings, which the proposed project would remove. The project would construct 60 new dwelling units and 2,826 square feet of commercial space, resulting in 183 net additional residents<sup>26</sup>. Impacts on the ratio of police personnel to community population in the North Hollywood area would be nominal based on demographics and boundaries. Therefore, the proposed project would not result in a substantial increase in the service area's population such that new or physically altered police facilities would be needed to maintain current response times. The project would provide lighting along the perimeter, driveway entrances, and within the parking structure for safety and security. Additional safety features proposed would include gated entrances to residential parking areas within the project. The applicant will be required to submit plans to LAPD for review and approval as described in **Regulatory Compliance Measure RCM-PS-3**. Potential impacts would be less than significant.

#### **Regulatory Compliance Measure RCM-PS-2: Public Services (Police – Demolition/Construction Sites)**

- Fences shall be constructed around the site to minimize trespassing, vandalism, short-cut attractions and attractive nuisances.

#### **Regulatory Compliance Measure RCM-PS-3: Public Services (Police )**

- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

***Mitigation Measures:*** No mitigation measures would be required, as the project would not substantially increase the LAPD service population, and no new or altered police facilities would be required to serve the project or maintain service response times. Impacts would be less than significant.

**c. Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth, which could generate a demand for school facilities that would exceed the capacity of the Los Angeles Unified School District (LAUSD).

The project site is located within the service areas of the following LAUSD public schools: Lankershim Elementary School (K-5); Walter Reed Middle School (6-8); and North Hollywood Senior High School

<sup>26</sup> LA CEQA Thresholds Guide, 2006, 'Police Service Population Conversion Factors', Page K.1-3.

(9-12)<sup>27</sup>. The project would introduce 60 apartment units, consisting of 12 studio units, 44 one-bedroom units, and 4 two-bedroom units. The project would also introduce 2,826 square feet of commercial space, however, this would be a net decrease in onsite commercial space as the project would remove approximately 17,408 square feet of existing commercial space. For purposes of this analysis, the proposed studio units will be evaluated as one-bedroom units regarding the potential to generate additional student population. **Table XIV-1, Student Generation**, summarizes the anticipated number of new students to be generated by the proposed project based on student generation factors provided in the City’s CEQA Thresholds Guide.

**Table XIV-1  
Student Generation**

Residential Units	# of Units	Student Generation per Grade Level					
		Elementary K-5		Middle School 6-8		High School 9-12	
		Rate <sup>(a)</sup>	Students	Rate <sup>(a)</sup>	Students	Rate <sup>(a)</sup>	Students
Apartment – 1 bedroom	56	0.0	0	0.0	0	0.0	0
Apartment – 2 bedroom	4	0.22	1	0.1	1	0.14	1
<b>Totals</b>	<b>60</b>		<b>1</b>		<b>1</b>		<b>1</b>

<sup>(a)</sup>L.A. CEQA Thresholds Guide Page K.3-34. Note: no generation rate is provided for studio units, so they are evaluated as 1-bedroom apartment units.

As shown in Table XIV-1, the project would generate approximately 1 elementary student, 1 middle school students, and 1 high school student, for a total of approximately 3 students. In accordance with Senate Bill 50 (SB 50), the applicant will be required to pay mandatory developer fees to offset the proposed project’s demands upon local schools, as described in **Regulatory Compliance Measure RCM-PS-4**.

**Regulatory Compliance Measure RCM-PS-4: Public Services (Schools)**

- The applicant shall pay school fees to the Los Angeles Unified School District to offset the impact of additional student enrollment at schools serving the project area. School fees shall be paid at the time of building permits, and shall be based on the fees in effect at that time.

Pursuant to Government Code Section 65995, the development fees authorized by SB 50 are deemed to be “full and complete school facilities mitigation.”<sup>28</sup>

**Mitigation Measures:** No mitigation measures would be required, as the project would be required to provide developer fees to LAUSD and impacts would be less than significant.

**d. Less Than Significant Impact.** A significant impact would occur if the recreation and park services available could not accommodate the projected population increase resulting from implementation of a project or if the proposed project resulted in the construction of new recreation and park facilities that create significant direct or indirect impacts to the environment.

<sup>27</sup> Los Angeles Unified School District, Resident School Identifier, <http://rsi.lausd.net/ResidentSchoolIdentifier/>, accessed on December 15, 2016.

<sup>28</sup> Senate Bill 50, August 27, 1998, p.87.

The City of Los Angeles Department of Recreation and Parks provides park and recreation facilities at seven locations within two miles of the project site that provide a variety of recreation opportunities, which would be available to future residents of the project. The project would provide on-site recreation amenities for use by future residents, including a community room with an outdoor deck, a central courtyard, and private courtyard spaces for some of the residential units, which would reduce the project's demand for off-site recreation services within the local area. Potential impacts to park and recreation facilities are discussed in Section XV, Recreation. The proposed project would introduce approximately 150 new residents within the service areas of nearby parks, which is not anticipated to increase park usage substantially at any single facility. Park usage by future residents would be distributed across multiple facilities, depending on the various activities or amenities available at each park location that would serve the project, therefore, implementation of the project would not result in an increase in demand for existing recreation and park services that would require new or expanded park facilities. Impacts would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**e. Less Than Significant Impact.** The project is not anticipated to have a significant effect on other public services in the vicinity. The Los Angeles Public Library (LAPL) maintains a branch library facility 0.7 miles north of the proposed project site at 5211 Tujunga Avenue. Another branch library facility is also maintained within 2.1 miles of the project site. Therefore, the addition of 60 new apartment units that would house approximately 150 residents within the eastern San Fernando Valley area would not be expected to generate a volume of demand on existing library services that would necessitate LAPL's construction of new or expanded library facilities to continue to serve the public. As such, potential impacts on other public services would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Potentially Significant Less than Significant Impact</b>	<b>No Impact</b>
<b>XV. RECREATION.</b>				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Impact Analysis**

**a. Less Than Significant Impact.** A significant impact may occur if a project includes substantial employment or population growth, which would increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on recreation and parks shall be made considering the following factors: (1) the net population increase resulting from the project; (2) the demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project’s proportional contribution to the demand; and (3) whether the project includes features that would reduce the demand for park services (e.g., on-site recreation facilities, land dedication, or direct financial support to the Department of Recreation and Parks).

The City of Los Angeles Department of Recreation and Parks provides park and recreation facilities at seven locations within two miles of the project site that provide a variety of recreation opportunities at the various locations, including children’s play areas, picnic areas, walking paths, fitness equipment, fields, baseball fields, basketball courts, a swimming pool, and a roller hockey rink among other amenities.<sup>29</sup>

The project would provide on-site recreation amenities for use by future residents, which would reduce the project’s demand for off-site recreation services within the local area. The proposed plan would include common areas such as a community room, an outdoor deck and a central courtyard, as well as private courtyard spaces for some of the residential units.

Compliance with **Regulatory Compliance Measure RCM-REC-1** would require the project to provide funding for City parks, which would further reduce potential impacts to recreation facilities to a less than significant level. Therefore, the project’s net population increase would not result in substantial deterioration of physical facilities of local park and recreation facilities, and impacts would be less than significant.

<sup>29</sup> City of Los Angeles Department of Recreation and Parks, Facility Map Locator, accessed at <http://www.laparks.org/> on December 12, 2016.

**Regulatory Compliance Measure RCM-REC-1: (Increased Demand For Parks Or Recreational Facilities)**

- (*Apartments*) Pursuant to Section 21.10 of the Los Angeles Municipal Code, the applicant shall pay the Dwelling Unit Construction Tax for construction of apartment buildings.

***Mitigation Measures:*** No mitigation measures are required.

**b. No Impact.** A significant impact may occur if a project includes the construction or expansion of park facilities and such construction would have a significant adverse effect on the environment. As discussed in section XV a., above, the project would provide some common area facilities onsite. The project does not propose to construct or expand park facilities that would have an adverse effect on the environment. Therefore, the project would have no impact regarding this issue.

***Mitigation Measures:*** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Potentially Significant Less than Significant Impact</b>	<b>No Impact</b>
<b>XVI. TRANSPORTATION/CIRCULATION.</b> Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

The following section summarizes and incorporates the information provided in the Technical Memorandum (Traffic Study) for the Proposed Mixed-Use Project at 11311-11321 Camarillo Street, prepared by Linscott, Law & Greenspan, Engineers, dated October 31, 2016. The Traffic Study is provided as **Appendix F** to this ND.

**a. Less Than Significant Impact.** A significant impact may occur if the project would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

LADOT Thresholds for determining significance of traffic impacts, which are included in the Thresholds in LADOT Traffic Study Policies and Procedures and L.A. CEQA Thresholds Guide, are as follows:

Significant impacts on intersection capacity if the project causes an increase in the volume-to-capacity (V/C) ratio on the intersection operating condition after the addition of project traffic of one of the following:

- V/C ratio increase  $\geq 0.040$  if final LOS\* is C
- V/C ratio increase  $\geq 0.020$  if final LOS\* is D
- V/C ratio increase  $\geq 0.010$  if final LOS\* is E or F

\* 'Final LOS' is defined as projected future conditions including project, ambient, and related project growth but without project traffic mitigation.

Based on coordination with LADOT, the Traffic Report evaluated the project's potential traffic impact at the following intersections:

1. Tujunga Avenue / Riverside Drive-Camarillo Street
2. Vineland Avenue-Lankershim Boulevard / Camarillo Street

### ***Construction Traffic***

During site clearing and excavation, the proposed project would require the use of haul trucks and other construction vehicles throughout the construction period of the proposed project, conducted in accordance with City requirements. The addition of these vehicles onto the street system would contribute to increased traffic volume in the project vicinity. All truck staging would occur on-site. Approximately 10,180 cubic yards of earth material would be exported from the site during grading. The local haul route would likely utilize Camarillo Street and Tujunga Avenue to access a northbound on-ramp to the Hollywood Freeway (SR 170) for loaded trucks, while returning trucks would likely exit the Hollywood Freeway at Riverside Drive, which continues on to Camarillo Street and the project site. The distance haul trucks would likely travel on surface streets would be approximately 600 to 800 feet each way. Using standard size dump trucks with trailers, export hauling for 10,180 cubic yards of soil would require approximately 680 loaded trips. Construction projects such as the proposed project can typically export approximately 80 to 100 loaded trucks per day, resulting in approximately 160 to 200 trips per day including return trips. For a standard eight-hour workday, this would equate to approximately 20 to 25 trips per hour. Based on the amount of soil to be exported, and the approximate number of loads per day at which these operations may occur, if conducted consecutively, the project's soil export activities would take place over approximately seven to nine days. According to the significance screening criteria provided in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would not normally have a significant impact on intersection capacity or street segments if it would not generate and/or cause a diversion or shift of 500 or more daily vehicle trips or 43 or more AM or PM peak hour trips. As such, soil export hauling would not result in a significant impact.

The project's construction traffic generation would be temporary in nature and therefore would not cause significant impacts at the studied intersections. Therefore, it is not anticipated that the project's construction traffic would contribute to a significant increase in the overall congestion within the project vicinity. In addition, any construction activity would be limited to the duration of the project's construction. Due to the off-peak and temporary nature of construction traffic, construction impacts would be less than significant.

### ***Operational Project Impacts***

Traffic volumes for existing conditions at the study intersections were obtained from manual traffic counts conducted in March of 2016 when most schools were in session. In accordance with LADOT Traffic Study Policies and Procedures, the traffic counts cover the weekday morning and afternoon peak commute periods.

The Traffic Study assessed the net increase in traffic to result from the proposed project, and the removal of existing land uses on the project site. The project site is currently occupied by a approximately 17,408 square feet of office space, which will be removed in order to build the proposed project. Therefore, estimated trips potentially generated by use of the existing buildings have been subtracted from the proposed project's total traffic to determine the net increase that would result.

Trip generation from the proposed project was estimated using trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual for the residential component, and San Diego Association of Governments (SANDAG) trip rates for the commercial component. ITE trip generation rates were also used to estimate the trip generation for the existing office structures, which would be removed. The proposed project is anticipated to generate approximately 350 net new daily trips, including 9 net new AM peak-hour trips (decrease in 15 inbound trips and increase in 24 outbound trips) and 20 net new PM peak hour trips (increase in 24 inbound trips and decrease in 4 outbound trips). These peak-hour trips were used to analyze project impacts at the study intersections.

According to the significance screening criteria provided in the City of Los Angeles L.A. CEQA Thresholds Guide, a project would not normally have a significant impact on intersection capacity or street segments if it would not generate and/or cause a diversion or shift of 500 or more daily vehicle trips or 43 or more AM or PM peak hour trips. The project's generation of 350 net new daily trips, including 9 net new AM peak hour trips and 20 net new PM peak hour trips would be well below the City's screening criteria for potential impacts to intersection capacity or roadway segments. Further evaluation of potential intersection impacts was provided by the Traffic Report, which is summarized below.

**Table XVI-1, Project Traffic Impacts**, summarizes the estimated level of service for study area intersections under the existing conditions with the addition of the project's net increase in trip generation for the AM and PM peak hours. Future traffic impacts at project buildout in the year 2018 are also summarized in Table XVI-1. This analysis indicates that for the AM and PM peak hours, the addition of proposed project traffic would not cause the level of service to be significantly impacted at any of the study intersections, and that any increases in volume/capacity (V/C) ratios would be less than the threshold for a significant impact to occur. It is therefore concluded that the proposed project would have a less than significant impact regarding intersection capacity.

***Mitigation Measures:*** No mitigation measures are required.

**Table XVI-1  
Project Traffic Impacts**

Intersection	Peak Hour	Existing		Existing w/Project				Year 2018 w/o Project		Year 2018 w/Project			
		V/C	LOS	V/C	LOS	Change V/C	Impact	V/C	LOS	V/C	LOS	Change V/C	Impact
Tujunga Ave. at Riverside Dr.-Camarillo St.	AM	0.800	C	0.805	D	0.005	No	0.836	D	0.841	D	0.005	No
	PM	0.639	B	0.640	B	0.001	No	0.670	B	0.671	B	0.001	No
Vineland Ave.-Lankershim Blvd. at Camarillo St.	AM	0.651	B	0.652	B	0.001	No	0.685	B	0.686	B	0.001	No
	PM	0.610	B	0.610	B	0.000	No	0.643	B	0.643	B	0.000	No

**b. Less Than Significant Impact.** A significant impact may occur if the project would conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

Based on the procedures outlined in the 2010 Congestion Management Program (CMP) for Los Angeles County, CMP analysis is required where a project would add 50 or more trips during the peak hours to a local CMP monitoring intersection. It is estimated that the project would generate at most 9 net new trips during the AM peak hour and 20 net new trips during the PM peak hour. As these volumes are below the threshold of 50 trips, no further CMP intersection analysis is warranted.

In addition, any CMP freeway monitoring segment where a project is expected to add 150 or more trips in any direction during the peak hours is to be analyzed. The project's peak hour trip generation of 9 net new trips during the AM peak hour and 20 net new trips during the PM peak hour would be far below the threshold of 150 directional trips for potential CMP freeway impacts. Therefore, CMP impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c. No impact.** A significant impact could potentially occur if the project would result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

The project site is located approximately 2.7 miles southwest of the Burbank Glendale Pasadena Airport, and as such, would not affect air traffic patterns or air travel safety.

**Mitigation Measures:** No mitigation measures are required.

**d. Less Than Significant Impact.** A significant impact may occur as a result of proposed driveway configuration or their placement in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.<sup>30</sup>

The project design would provide driveway access from an existing public alley, away from busy or congested intersections. The project design, including driveway design, will be subject to City review at the plot plan review stage, prior to construction, to assure City codes and dedication requirements are met. Therefore, potential impacts related to design feature traffic hazards would be less than significant.

During construction, the project would incorporate features to maintain adequate and safe pedestrian protection on adjacent sidewalks throughout all construction phases, including physical separation (by utilization of barriers such as K-Rails or scaffolding, etc.) from work space and vehicular traffic, and provision of overhead protection. To maintain safe passage for pedestrians during temporary closure or blockage of existing sidewalk facilities, the project would include the following project features:

- Temporary pedestrian facilities shall be adjacent to the Project Site and provide safe, accessible routes that replicate as nearly as practical the most desirable characteristics of the existing facility.
- Covered walkways shall be provided where pedestrians are exposed to potential injury from falling objects.

<sup>30</sup> City of Los Angeles, L.A. CEQA Thresholds Guide, 2006.

- Applicant shall keep sidewalk open during construction until only when it is absolutely required to close or block sidewalk for construction staging. Sidewalk shall be reopened as soon as reasonably feasible taking construction and construction staging into account.

By maintaining existing pedestrian facilities and providing pedestrian safety features during construction, the project's impact level would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**e. Less Than Significant Impact.** A significant impact may occur if the project would result in inadequate emergency access.

According to the L.A. CEQA Thresholds Guide, the determination of significance shall be made on a case-by-case basis considering the degree to which the project may require a new, or interfere with an existing emergency response or evacuation plan, and the severity of the consequences. The proposed project would not directly impact an adopted emergency response or evacuation plan, and would not introduce significant traffic impacts at area intersections that may be used for emergency access. The project would be required to meet the criteria of the City's Fire Code for provision of adequate fire lanes and access for emergency vehicles and personnel. Therefore, this potential impact would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

**f. Less Than Significant Impact.** A significant impact may occur if the project would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The project would provide sidewalks along Camarillo Street and Bakman Avenue to promote pedestrian use. Public transit options in the area include a number of bus lines operated by Metro and LADOT, including a bus stop located less than 0.1 mile walking distance of the Project site. The North Hollywood Station for the Metro Red Line is located approximately one mile north of the project site. The project would provide dedicated bicycle parking spaces in long-term and short-term parking areas for the residential and commercial components, and would provide bicycle maintenance areas for use by residents to promote bicycle use and reduce reliance on automobile use.

As such, the project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities, and the level of impact would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Potentially Significant Less than Significant Impact</b>	<b>No Impact</b>
<b>XVII. TRIBAL CULTURAL RESOURCES.</b>				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Public Resources Code section 21074<sup>31</sup> defines tribal resources as follows:

(a) "Tribal cultural resources" are either of the following:

- (1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  - (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  - (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
- (2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

<sup>31</sup> California Legislative Information, website accessed at [http://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=PRC&sectionNum=21074](http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=21074) on January 6, 2017.

(c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

### **Impact Analysis**

**a. Less Than Significant Impact.** A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

As discussed above in Section V, the project is located in a highly urbanized area of the San Fernando Valley in the City of Los Angeles. The project site and surrounding areas are relatively flat, with no geographically distinct landforms. The project site has been subject to past disturbance, including the construction of commercial uses that currently occupy the site, as well as previous use as agricultural and or orchard lands.<sup>32</sup> Based on a review of City of Los Angeles Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas within a 0.25 mile radius do not contain any known archaeological sites or archaeological survey areas.<sup>33</sup>

The cultural resource Phase I(a) assessment of the project site included a records search at the South Coast Central Information Center (SCCIC) to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the project site plus a 0.25-mile buffer radius. The results did not identify any previously recorded cultural resources within the project area. The assessment also requested NAHC review of the Sacred Lands Inventory to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the project area plus a 0.25-mile buffer, which returned a negative result. The NAHC provided a list of five potentially interested Tribal Groups, which were all contacted by letter of notification and request for comment. To date, one of the Tribal Groups contacted has provided a response by letter that did not identify any known cultural or tribal resource sensitivity specific to the project site or the immediate vicinity. The Tribal Group responding to the notification letter did request that a Native American monitor observe ground disturbance activities in case unknown resources may be uncovered. As no evidence of known tribal resources have been identified either in archived records or in response from a Tribal Group that the NAHC has identified as potentially interested parties, the potential for the site to represent a tribal cultural resource would be considered low.

The project would remove existing commercial buildings from the site and construct a new structure with residential and commercial uses. Based on the existing conditions, the project would not be anticipated to cause a substantial adverse change in the cultural significance of the developed site, features, places, cultural landscapes, sacred places, or objects with cultural value to a California Native American tribe. Additionally, the site is not listed in the California Register of Historical Resources, or in a local register of historical resources, and no evidence was found to indicate it may be eligible for such listing. The potential for discovery of unknown archaeological cultural resources beneath the ground surface is evaluated above in Section V, Cultural Resources.

<sup>32</sup> The Phase I Site Assessment Report, dated August 12, 2016, provided as Appendix E to this ND, includes historical aerial photos that show orchards occupying the site prior to development of the existing commercial uses.

<sup>33</sup> City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.

As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. The City has provided such notice in conformance with the tribal consultation requirements of Assembly Bill (AB) 52 by letter, dated January 18, 2017. Should any Tribe request consultation regarding the Project Site, in accordance with AB 52 the City as Lead Agency would facilitate such consultation. As such, the project would have a less than significant impact regarding potential substantial adverse changes in the cultural significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources.

***Mitigation Measures:*** No mitigation measures are required.

**b. Less Than Significant Impact.** A significant impact would occur if a project would cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant.

As discussed above, the project is located in a highly urbanized area of the San Fernando Valley in the City of Los Angeles. The project site and surrounding areas are relatively flat, with no geographically distinct landforms. The project site has been subject to past disturbance, including the construction of commercial uses that currently occupy the site. Based on a review of City of Los Angeles Prehistoric and Historic Archaeological Sites and Survey Areas Map, the Project Site and immediately surrounding areas within a 0.25 mile radius do not contain any known archaeological sites or archaeological survey areas.<sup>34</sup>

The cultural resource Phase I(a) assessment of the project site included a records search at the South Coast Central Information Center (SCCIC) to provide an inventory of all previously recorded archaeological and historic archaeological resources as well as previously conducted archaeological investigations or studies within the project site plus a 0.25-mile buffer radius. The results did not identify any previously recorded cultural resources within the project area. The assessment also requested NAHC review of the Sacred Lands Inventory to determine if any recorded Tribal Cultural Places or other sites of cultural importance were located within or near the project area plus a 0.25-mile buffer, which returned a negative result. The NAHC provided a list of five potentially interested Tribal Groups, which were all contacted by letter of notification and request for comment. To date, one of the Tribal Groups contacted has provided a response by letter that did not identify any known cultural or tribal resource sensitivity specific to the project site or the immediate vicinity. The Tribal Group responding to the notification letter did request that a Native American monitor observe ground disturbance activities in case unknown resources may be uncovered.

Based on the results of a records search as well as a lack of evidence from the NAHC or potentially interested Tribal Groups that were contacted to provide input regarding the site, the potential for the site to represent a tribal cultural resource, or be part of a cultural landscape or sacred place, would be considered low.

The project would remove existing commercial buildings from the site and construct a new structure with residential and commercial uses. Based on the existing conditions, the project would not cause a substantial adverse change in the cultural significance of the developed site, features, places, cultural

<sup>34</sup> City of Los Angeles, Citywide General Plan Framework Final Environmental Impact Report, certified August 2001, Figure CR-1 – Prehistoric and Historic Archaeological Sites and Survey Areas in the City of Los Angeles.

landscapes, sacred places, or objects with cultural value to a California Native American tribe that the Lead Agency may determine to be significant. The potential for discovery of unknown archaeological cultural resources beneath the ground surface is evaluated above in Section V, Cultural Resources.

As specified in AB 52, lead agencies must provide notice inviting consultation to California Native American tribes that are traditionally and culturally affiliated with the geographic area of a proposed project if the Tribe has submitted a request in writing to be notified of proposed projects. The Tribe must respond in writing within 30 days of the City's AB 52 notice. Should any Tribe request consultation regarding the Project Site, in accordance with AB 52 the City as Lead Agency would facilitate such consultation. As such, the project would have a less than significant impact regarding potential substantial adverse changes in the significance of a tribal cultural resource as defined in Public Resources Code section 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1

***Mitigation Measures:*** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>XVIII. UTILITIES AND SERVICE SYSTEMS.</b>				
a. Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Would the project have sufficient water supplies available to serve the project from existing entitlements and resource, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Would the project result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Would the project comply with federal, State, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

**a. No Impact.** A significant impact would occur if a project exceeds wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB). Section 13260 of the California Water Code states that persons discharging or proposing to discharge waste that could affect the quality of the waters of the state, other than into a community sewer system, shall file a Report of Waste Discharge containing information which may be required by the appropriate RWQCB. The RWQCB would then authorize a National Pollutant Discharge Elimination System permit that ensures compliance with wastewater treatment and discharge requirements. The Los Angeles RWQCB enforces wastewater treatment and discharge requirements for properties in the project area.

Wastewater from existing land uses on the project site is conveyed via existing municipal sewage infrastructure maintained by the Los Angeles Bureau of Sanitation to the Hyperion Treatment Plant. The project does not include any uses that would impact the quality of the wastewater leaving the project site. As a public facility, the Hyperion Treatment Plant is subject to operating within the state's wastewater treatment requirements. Wastewater from the project site would also be conveyed via the City's sewage

infrastructure and would be treated according to the wastewater treatment requirements enforced by the Los Angeles RWQCB. Therefore, no impact would occur.

***Mitigation Measures:*** No mitigation measures are required.

**b, d and e. Less Than Significant Impact.** A significant impact may occur if a project would increase water consumption or wastewater generation to such a degree that the capacity of facilities currently serving the project site would be exceeded. Based on the L.A. CEQA Thresholds Guide, the determination of whether the project results in a significant impact on water shall be made considering the following factors: (1) the total estimated water demand for the project; (2) whether sufficient capacity exists in the water infrastructure that would serve the project, taking into account the anticipated conditions at project buildout; (2) the amount by which the project would cause the projected growth in population, housing, or employment for the Community Plan area to be exceeded in the year of the project completion; and (4) the degree to which scheduled water infrastructure improvements or project design features would reduce or offset service impacts.

### **Existing Infrastructure and Projected Water Supplies**

The Los Angeles Department of Water and Power (LADWP) ensures the reliability and quality of its water supply through an extensive distribution system, comprising 7,337 miles of distribution pipes, 119 storage tanks, and a total storage capacity of 315,245 acre-feet.<sup>35</sup> According to the LADWP 2015 Urban Water Management Plan (UWMP), sufficient water supplies will be available for average weather years through the Year 2040 with existing passive conservation, as well as for a sequence of multiple dry years. Water supplies for the Year 2020 for an average weather year are projected by the UWMP to be 611,800 acre-feet per year (AFY).

The project would include 60 apartments, consisting of 12 studio units, 44 one-bedroom units, and 4 two-bedroom units, and two commercial spaces totaling 2,826 square feet. The project would remove existing uses consisting of approximately 17,408 square feet of professional medical office space. As shown in **Table XVIII-1, Project Water Demand**, the net increase in water demand resulting from the demolition of existing uses and construction of the proposed project would be 3,304 gallons per day (gpd), or 3.7 AFY, which is a small fraction of one percent (i.e., 0.0006 percent) of LADWP's projected water demand for the Year 2020. Additionally, the Sustainable City pLAN (pLAN) was released in 2015 establishing short-term and long-term conservation targets for the City over the next 20 years to strengthen and promote sustainability, including reductions in water use.

Based on the above evaluation, the project is not expected to require new or expanded water treatment facilities to serve project demand. The project would have a less than significant impact on existing water demand and facilities.

<sup>35</sup> LADWP, "Facts and Figures," [www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water](http://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-water) (accessed October 11, 2016).

**Table XVIII-1  
Project Water Demand**

<b>Type of Use</b>	<b>Proposed Units</b>	<b>Demand Rate <sup>(a)</sup></b>	<b>Water Demand (gpd) <sup>(b)</sup></b>
Residential: Apt. - Bachelor/single (studio)	12 du	96/du	1,152
Residential: Apt. - 1 Bedroom	44 du	144/du	6,336
Residential: Apt. - 2 Bedroom	4 du	192/du	768
Commercial Use	2,826 sq. ft.	96/1,000 Gr.sq.ft.	271
<b>Total Project Demand</b>			<b>8,527</b>
<b>Existing Uses</b>	<b>Existing Units</b>	<b>Demand Rate</b>	<b>Water Demand (gpd)</b>
Medical Office	17,408 sq. ft.	300/1000 Gr.sq.ft.	5,222
<b>Total Increase in Water Demand</b>			<b>3,304</b>
<sup>(a)</sup> City of Los Angeles CEQA Thresholds Guide (2006), Exhibit M.2-12. Water consumption is assumed to be 120% of wastewater generation.			
<sup>(b)</sup> gpd = gallons per day			

### **Wastewater Treatment Facilities and Existing Infrastructure**

Based on criteria established in the L.A. CEQA Thresholds Guide, a project would normally have a significant wastewater impact if (1) the project would cause a measurable increase in wastewater flows to a point where, and a time when, a sewer's capacity is already constrained or that would cause a sewer's capacity to become constrained; or (2) the project's additional wastewater flows would substantially or incrementally exceed the future scheduled capacity of any one treatment plant by generating flows greater than those anticipated in the Wastewater Facilities Plan or General Plan and its elements.

The Los Angeles Bureau of Sanitation provides sewer service to the proposed project area. Wastewater generated from the project site is conveyed to the Hyperion Treatment Plant. Currently an average wastewater flow rate of nearly 300 million gallons per day (mgd) is generated in the System. The Hyperion Treatment Plant has the capacity to treat 450 mgd, and therefore has excess capacity of approximately 50 mgd.

As shown in **Table XVIII-2, Project Wastewater Generation**, the net increase in wastewater generation would be 2,754 gpd, which would be less than 0.006 percent of the excess treatment capacity at Hyperion Treatment Plant. As such, no new wastewater treatment facilities would be required to serve the project and the level of significance of potential impacts would be less than significant.

**Table XVIII-2  
Project Wastewater Generation**

<b>Type of Use</b>	<b>Proposed Units</b>	<b>Demand Rate <sup>(a)</sup></b>	<b>Water Demand (gpd) <sup>(b)</sup></b>
Residential: Apt. - Bachelor/single (studio)	12 du	80/du	960
Residential: Apt. - 1 Bedroom	44 du	120/du	5,280
Residential: Apt. - 2 Bedroom	4 du	160/du	640
Commercial Use	2,826 sq. ft.	80/1,000 Gr.sq.ft.	226
<b>Total Project Demand</b>			<b>7,106</b>
<b>Existing Uses</b>	<b>Existing Units</b>	<b>Demand Rate</b>	<b>Water Demand (gpd)</b>
Medical Office	17,408 sq. ft.	250/1000 Gr.sq.ft.	4,352
<b>Total Increase in Water Demand</b>			<b>2,754</b>

The project site is presently served by a network of sewer lines located beneath major streets that convey sewage from the project site to the Hyperion Treatment Plan. As part of the pre-construction process, detailed gauging and evaluation will be needed as part of the permit process to identify a specific sewer connection point for the project site. The applicant will be required to submit a Sewer Capacity Availability Request (SCAR) to verify the anticipated sewer flows and points of connection and to assess the condition and capacity of the sewer lines receiving additional sewer flows from the proposed project.

If the Bureau of Sanitation determines that existing sewer lines have insufficient capacity to serve the proposed project, the developer may be required to replace or build new sewer lines to a point in the sewer system with sufficient capacity to accommodate the proposed project's increased flows. Any infrastructure improvements to update or expand the sewer lines in the project vicinity, if necessary, would be limited to trenching, excavating and backfilling the sewer lines beneath the public rights-of-way. Such construction activities would be localized in nature and would generally involve partial lane closures for a relatively short duration of time typically lasting a few days to a few weeks. As such, the level of significance of wastewater impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**c. Less Than Significant Impact.** A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. The proposed project would not result in a significant increase in site runoff or significant changes in the local drainage patterns. Under existing conditions, impervious surfaces including structures and paved parking areas cover nearly the entire 0.67-acre site. Runoff from the project site currently sheet flows from the site towards existing storm drain inlets. The project will be required to demonstrate compliance with LID standards (see also Section IX, Hydrology and Water Quality) and retain or treat the first 3/4-inch of rainfall in a 24-hour period for any additional runoff compared to existing conditions. Thus, the rate of post-development runoff would not exceed existing conditions per City requirements. The proposed project would not create or contribute water runoff that would exceed the capacity of existing or planned stormwater drainage systems. Impacts would be less than significant.

**Mitigation Measures:** No mitigation measures are required.

**f. Less Than Significant Impact.** A significant impact may occur if a project were to increase solid waste generation to a degree such that the existing and projected landfill capacity would be insufficient to accommodate the additional solid waste. Based on the L.A. CEQA Thresholds Guide, the determination of whether a project results in a significant impact on solid waste shall be made considering the following factors: (1) amount of projected waste generation, diversion, and disposal during demolition, construction, and operation of the project, considering proposed design and operational features that could reduce typical waste generation rates; (2) need for additional solid waste collection route, or recycling or disposal facility to adequately handle project-generated waste; and (3) whether the project conflicts with solid waste policies and objectives in the Source Reduction and Recycling Element (SRRE) or its updates, the Solid Waste Management Policy Plan (CiSWMPP), Framework Element of the Curbside Recycling Program, including consideration of the land use-specific waste diversion goals contained in Volume 4 of the SRRE.

Solid waste generated within the City is disposed of at privately owned landfill facilities throughout Los Angeles County. While the Bureau of Sanitation provides waste collection services to single-family and some small multifamily developments, private haulers provide waste collection services for most multifamily residential and commercial developments within the City. Solid waste transported by both public and private haulers is recycled, reused, transformed at a waste-to-energy facility, or disposed of at a landfill. Sunshine Canyon Landfill is the nearest municipal waste landfill within the County that could serve the proposed project, and is permitted to accept residential, commercial, and construction nonhazardous waste. This landfill is currently permitted to receive up to 12,100 tons per day (tpd). Actual daily disposal rates for the year 2014 averaged 7,582 tpd, leaving a surplus daily capacity of 4,518 tpd.<sup>36</sup>

According to the Countywide Integrated Waste Management Plan 2014 Annual Report, the County would have surplus disposal capacity through the year 2029 under a status-quo planning scenario utilizing existing landfill facilities without expansions or permitting extensions, and existing waste export agreements.

### ***Construction***

Construction and demolition activities would generate solid waste consisting of materials from existing structures to be removed, and excess/waste construction materials and packaging associated with the proposed structure. Demolition of the existing commercial structures, and construction of the proposed project would generate approximately 1,491 tons of waste material as shown in **Table XVIII-3, Construction and Demolition Waste Generation**. Compliance with LAMC, Section 99.04.408.1, Construction and Demolition will require construction waste reduction of at least 50 percent of the generated quantity as a condition of permitting. As such, after the required diversion of 50 percent of recyclable materials, the estimated construction waste to be disposed of at landfills would be reduced to 745 tons. Additionally, the project would require excavation and disposal of approximately 10,180 cy of soil for construction of subterranean parking. Exported soil is used as ground cover when deposited at landfills, and thus may be beneficial to landfill operations and are not considered further in this evaluation.

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<sup>36</sup> County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2014 Annual Report (December 2015), Appendix E-2, Table 1.

**Table XVIII-3  
Construction Solid Waste Generation**

Type of Use	Size	Generation Rate <sup>a</sup>	Total Waste (pounds)	Total Waste (tons)
<b>Demolition</b>				
Commercial	17,408 sq. ft.	158 lbs/sq. ft.	2,750,464	1,375
<b>Construction</b>				
Multi-family Residential	54,804 sq. ft.	4 lbs/sq. ft.	219,216	110
Commercial	2,826 sq. ft.	4.34 lbs/sq. ft.	12,265	6
<b>Total Construction and Demolition Waste Generation</b>			<b>2,981,945</b>	<b>1,491</b>
Diversion of 50% for Recycling <sup>b</sup>			1,490,972	745
<b>Total Construction and Demolition Waste for Landfill Disposal</b>			<b>1,490,972</b>	<b>745</b>
<sup>a</sup> United States Environmental Protection Agency (US EPA), Office of Resource Conservation and Recovery, Report No. EPA530-R-09-002, Estimating 2003 Building-Related Construction and Demolition Materials Amount.				
<sup>b</sup> Required by LAMC, Section 99.04.408.1				

Disposal of construction waste would occur over a limited period of time. The total construction and demolition waste disposal from the project would represent approximately 16 percent of the excess daily disposal capacity at Sunshine Canyon Landfill based on average daily disposal rates in 2014. Project construction waste disposal would not exceed the daily permitted capacity of the Sunshine Canyon Landfill, even if all 745 tons of construction waste disposal were to occur on a single day. As such, solid waste disposal from construction activities would be less than significant.

### **Operations**

Solid waste generation rates for various land uses are provided in the City's CEQA Thresholds Guide, which estimate solid waste generation prior to recycling, composting, or other waste diversion programs.<sup>37</sup> Residential uses are estimated to generate 12.23 pounds per household per day, which would result in a total project generation of approximately 734 pounds per day. The solid waste generation rates for commercial uses provided in the City's CEQA Threshold Guide are reported as 10.53 pounds per employee per day. The number of employees that the project's commercial uses may employ is not known, therefore, based on solid waste generation rates provided by California Department of Resources Recycling and Recovery (CalRecycle), a generation rate of 0.006 pounds per square foot for commercial retail uses<sup>38</sup> was used for this analysis. As such, the estimated solid waste generation from the proposed commercial uses would be approximately 17 pounds per day of waste generation. Therefore, the combined solid waste generation for the project prior to recycling diversion would be approximately 751 pounds per day. Diversion of 50 percent of the solid waste stream for recycling would result in a total of 376 pounds per day (0.19 tpd) to be disposed in landfills, would represent approximately 0.004 percent of the surplus permitted daily capacity of Sunshine Canyon Landfill reported in 2014. Operational solid waste impacts would be less than significant.

The project would be required to comply with City requirements regarding diversion of recyclables from the solid waste stream as described in **Regulatory Compliance Measure RCM-UTIL-1** below.

<sup>37</sup> City of Los Angeles, L.A. CEQA Thresholds Guide, 2006, p. M.3-2.

<sup>38</sup> California Department of Resources Recycling and Recovery (CalRecycle), Commercial Sector Generation Rates, webpage accessed at <https://www2.calrecycle.ca.gov/WasteCharacterization/General/Rates#Commercial> on December 5, 2016.

**Regulatory Compliance Measure RCM-UTIL-1: Utilities (Solid Waste Recycling)**

- (Operational) Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.
- (Construction/Demolition) Prior to the issuance of any demolition or construction permit, the applicant shall provide a copy of the receipt or contract from a waste disposal company providing services to the project, specifying recycled waste service(s), to the satisfaction of the Department.

***Mitigation Measures:*** No mitigation measures would be required, as the project would not significantly increase disposal quantities at area landfills or exceed the permitted daily capacity, and impacts would be less than significant.

**g. Less Than Significant Impact.** A significant impact may occur if a project would generate solid waste that was not disposed of in accordance with applicable regulations. The proposed project would generate solid waste that is typical of residential and commercial uses and would comply with all federal, state, and local laws, statutes, and ordinances regarding the proper disposal of solid waste. Appropriate disposal of potentially hazardous construction materials from demolition of existing structures are discussed in Section VIII, Hazards and Hazardous Materials. Impacts would be less than significant.

***Mitigation Measures:*** No mitigation measures are required.

	<b>Potentially Significant Impact</b>	<b>Potentially Significant Unless Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
<b>XIX. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Impact Analysis**

**a. Less Than Significant.** For the purpose of this analysis, a significant impact could occur if a project would significantly degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

The project site is within an urbanized area of the City, surrounded by urban uses including a major arterial street, and adjacent residential and commercial uses, and would have a less than significant potential to degrade the quality of the environment, based on the analysis above. The project would be completely constructed within previously developed lots, which do not represent substantial habitat for fish or wildlife. The project would not eliminate a plant or animal community or restrict the range of any plant or animal. The proposed project development would not eliminate any known important examples of the major periods of California history or prehistory, and would not eliminate any unknown important examples of California prehistory by observing regulatory compliance requirements. Impacts would be less than significant.

**b. Less Than Significant.** For the purpose of this analysis, a significant impact may occur if the project, in conjunction with other projects in the vicinity, would result in impacts that would be less than significant when viewed separately, but would be significant when viewed together. The proposed project would be constructed within an urbanized area of the City, on a previously developed site, and would be consistent with existing General Plan land use designations and Zoning for the project site. Additionally,

as discussed in Section XIII, the proposed project would represent a fraction of one percent (approximately 0.02 percent) of the projected citywide housing and population increases for the period from 2012 to 2040. As such, the scale of the project would be far below projected growth levels, and would not be anticipated to result in a cumulatively considerable contribution to regional impacts that could cause an adverse physical change in the environment. As concluded in this analysis, the project's incremental contribution to each evaluated issue would be less than significant, mitigated to less than significant, or would have no impact. As such, the Proposed Project's contribution to cumulative impacts would be less than significant.

**c. Less Than Significant.** A significant impact may occur if the project has the potential to result in significant environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly. As discussed in the preceding environmental analysis, the project would not have significant environmental effects with implementation of the mitigation measures identified within this document. As such, the project would not have substantial adverse effects on human beings. Therefore, this potential impact would be less than significant and no additional mitigation measures are required.

## 5.0 REFERENCES

- California Air Resources Board. "Air Quality and Land Use Handbook: A Community Health Perspective," April 2005. Accessed at: <http://www.arb.ca.gov/ch/landuse.htm>
- California Code of Regulations, Section 15364.5, Article 20, Definitions.
- California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines).
- California Department of Conservation, California Geological Survey website, [http://www.conservation.ca.gov/cgs/rghm/ap/Pages/official\\_release.aspx](http://www.conservation.ca.gov/cgs/rghm/ap/Pages/official_release.aspx)
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